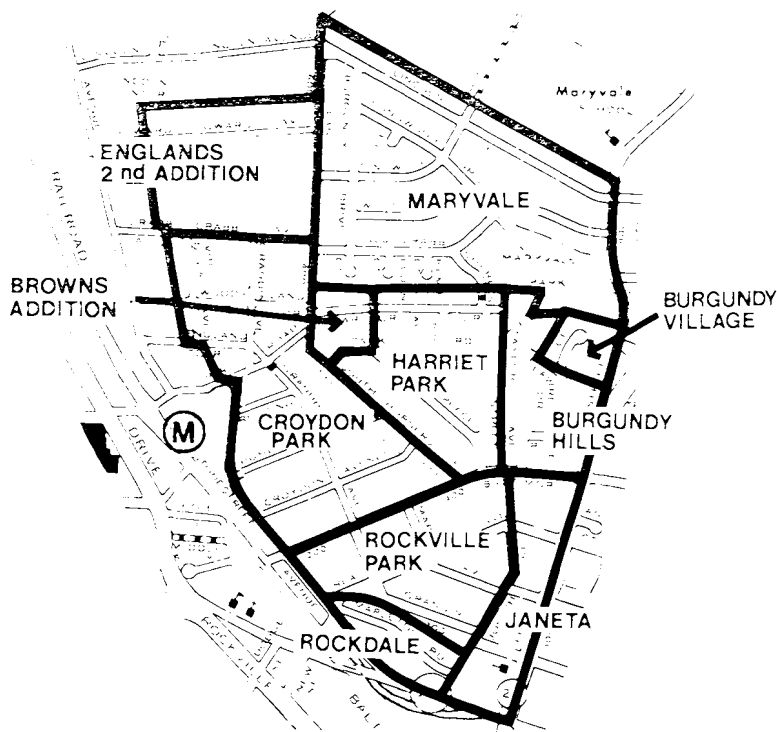




CROYDON PARK NEIGHBORHOOD PLAN

(Planning Area 2)

Approved and Adopted
March 8, 1982



City of Rockville, Maryland

TITLE: Croydon Park Neighborhood Plan

AUTHOR: City of Rockville, Department of Planning

SUBJECT: Presentation of a Comprehensive Plan for the physical, economic and social development of Planning Area 2 (Croydon Park Neighborhood) of Rockville, Maryland

DATE: March 8, 1982

PLANNING AGENCY: City of Rockville, Department of Planning

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111 Maryland Avenue, Rockville, Maryland 20850

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ABSTRACT:

The Croydon Park Neighborhood Plan for Planning Area 2 of Rockville, Maryland is second in a series of reports concerning evaluation of residentially oriented subareas within the City of Rockville. It represents a comprehensive treatment of the components which combine to maintain or establish a stable residential area adjacent to a Metrorail Station. This plan sets forth for consideration by the local legislative body, recommended policies and public actions which will guide future decisions and implement actions to strengthen neighborhood stability. The specific planning and development policies have been closely coordinated with neighborhood residents and represents an extension of development, land use, zoning, circulation, housing, and community facility policies contained in the 1970 Master Plan for Rockville, Maryland.

The neighborhood plan was prepared in response to two concerns. First, the residential areas around the Metrorail station had not been studied since 1975. Secondly, the opportunity to update the general plan during a tight fiscal period was presented. It was necessary to determine if a segmented approach could be taken to evaluate subareas within the City.

This neighborhood plan was developed through consideration of four broad elements. "Land Use and Zoning" was largely an agreement with the original 1970 Master Plan and subsequent updates. The "Housing Element" took a soft look at this fully developed area and focused primarily on maintenance of existing stock. The "Circulation Element" presents significant discussion, but most importantly, determines that Metrorail service will not change the overall character of the neighborhood. In fact, most residents seem to agree that except for the added traffic, they prefer this neighborhood as a living environment and expect to see more young people move into the neighborhood area than has occurred for many years. Finally, the "Community Services and Facilities Element" found that most residents were satisfied with City services.

To summarize the eighteen month process in which over two hundred citizens participated is difficult, however, one general policy statement has been prepared for each.

Land Use and Zoning Element - Maintain primary residential land use and control existing scale of all commercial and adjacent industrial uses. (See text, p. 17).

Housing Element - Preserve and enhance existing single family housing and promote new additions to the housing stock which do not intensify the existing density. (See text, p. 27).

Circulation Element - Circulation patterns should reinforce the stability of the Croydon Park Neighborhood Planning Area and encourage alternatives to automotive transportation. (See text, p. 37).

Community Services and Facilities Element - Provide Croydon Park Neighborhood Planning Area with the best possible community services and maintain high quality in all facilities within the neighborhood boundaries. (See text, p. 67).

APPROVED AND ADOPTED CROYDON PARK NEIGHBORHOOD PLAN

**AN AMENDMENT TO THE 1970 PLAN
FOR ROCKVILLE, MARYLAND**

MARCH 8, 1982

**MAYOR AND COUNCIL OF THE
CITY OF ROCKVILLE, MARYLAND**



William E. Hanna, Jr.
Mayor

Stephen Abrams
Councilman

John R. Freeland
Councilman

Phyllis B. Fordham
Councilwoman

John Tyner II
Councilman

Larry N. Blick
City Manager

Helen M. Heneghan
City Clerk

Roger W. Titus
City Attorney

James M. Davis
Director of Planning

ORDINANCE: To adopt the "Croydon Park Neighborhood Plan" as an amendment to the adopted Master Plan for Rockville.

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the Commission), under the provisions of Section 3.07 of Article 66B of the Annotated Code of Maryland may recommend adoption of a Plan for the whole or any part of the City, and may recommend adoption of any amendment or extension of or addition to the Plan; and,

WHEREAS, pursuant to Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council of Rockville did, by Ordinance No. 14-73, adopt, with amendments, the 1970 Master Plan for Rockville as the Plan for the City of Rockville; and,

WHEREAS, the Mayor and Council did instruct the Commission in the Master Plan to proceed to formulate and detail individual plans for neighborhoods in the City, pursuant to requirements contained in Section 3.05 of Article 66B of the Annotated Code of Maryland, it being the intention of the Mayor and Council that such plan(s) become an amendment to the Plan for the City of Rockville; and,

WHEREAS, the Commission did cause to have prepared, pursuant to the provisions of Article 66B of the Annotated Code of Maryland, a plan for the Croydon Park Planning Area, entitled "Croydon Park Neighborhood Plan," and in preparation thereof did make careful and comprehensive surveys and studies of present conditions and future growth of the Croydon Park Neighborhood Planning Area, with due regard to its relation to neighboring property and territory; and,

WHEREAS, said "Croydon Park Neighborhood Plan" was prepared with the general purpose of guiding and accomplishing the coordinated, adjusted, and harmonious development of the Croydon Park Neighborhood Planning Area and the City which will, in accordance with the present and future needs of said areas and of the City, best promote the health, safety, morals, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, the promoting of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements; and,

WHEREAS, after the preparation of said "Croydon Park Neighborhood Plan," the Commission gave notice of the time and place of a public hearing to be held on said "Croydon Park Neighborhood Plan" as an amendment to the Plan for the City of Rockville by giving notice in a newspaper of general circulation in the City; and,

WHEREAS, the Commission did refer a copy of said "Croydon Park Neighborhood Plan" to all adjoining planning jurisdictions, and to all State and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the "Croydon Park Neighborhood Plan," at least sixty (60) days prior to the hearing; and,

WHEREAS, the Commission held a joint public hearing with the Mayor and Council of Rockville on said "Croydon Park Neighborhood Plan" in the Council Chamber at City Hall in Rockville, Maryland, on December 16, 1981; and,

WHEREAS, the Commission, having considered the testimony presented at said public hearing, did by Resolution No. 2-82, recommend the adoption of the "Croydon Park Neighborhood Plan" for the City of Rockville; and,

WHEREAS, under the provisions of Section 3.08 of Article 66B of the Annotated Code of Maryland, the Mayor and Council shall adopt amendments to the Plan of the City of Rockville; and,

WHEREAS, the "Croydon Park Neighborhood Plan," as adopted below, makes specific recommendations intended to improve the appearance and function of the Croydon Park Planning Area and shall serve as a guide to public and private actions and decisions to insure the development of public and private properties in appropriate relationships:

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF ROCKVILLE, MARYLAND, as follows:

1. That the "Croydon Park Neighborhood Plan" be and the same is hereby adopted as an amendment to the Plan for the City of Rockville, said "Croydon Park Neighborhood Plan" consisting of the following:

- a. The publication entitled "Croydon Park Neighborhood Plan - Rockville, Maryland, dated February 3, 1982;
- b. An Errata sheet identifying errors in the original printed "Croydon Park Neighborhood Plan" discovered after its printing;
- c. Addenda Sheets A through K identifying information to be added to the "Croydon Park Neighborhood Plan" which the Mayor and Council deems necessary and appropriate to the full and detailed presentation of the goal, objective, policies, and requirements herein adopted.

2. That the following changes be and the same are hereby adopted as amendments to the Plan for the City of Rockville:

Delete from the published Plan pages number 16 through 19, beginning with the heading Historic Preservation, including the Map on page 19.

* * * * *

I hereby certify that the foregoing is a true and correct copy of an Ordinance adopted by the Mayor and Council of Rockville at its meeting March 8, 1982.


City Clerk



PLANNING COMMISSION

Granville E. Paules
Chairman

Leah Barnett
Commissioner

Lewis T. Dale
Commissioner

Carlos E. Caban
Commissioner

Frances Manderscheid
Commissioner

James M. Davis
Director of Planning

Ordinance No. 9-82

Resolution No. 2-82

RESOLUTION: To approve and recommend the adoption of the "Croydon Park Neighborhood Plan" as an amendment to the Adopted and Approved Plan for the City of Rockville, Maryland.

WHEREAS, the City of Rockville Planning Commission (hereinafter referred to as the "Commission"), under the provisions of Section 3.07 of Article 66B of the Annotated Code of Maryland may recommend adoption of any amendment for the whole or any part of the City, and may recommend adoption of any amendment or extension of or addition to the Plan; and,

WHEREAS, the Commission previously adopted a Master Plan for the City of Rockville, Maryland on July 29, 1970; and,

WHEREAS, the Mayor and Council did instruct the Commission through the 1970 Master Plan to proceed to formulate and detail neighborhood plans for Rockville pursuant to requirements contained in Article 66B, Section 3.05 of the Annotated Code of Maryland, it being the intention of the Mayor and Council that the final neighborhood plans become amendments to the Plan for the City; and,

WHEREAS, the Commission did cause to have prepared pursuant to Section 3.05 of Article 66B of the Annotated Code of Maryland, a plan for the Croydon Park neighborhood of Rockville, Maryland, entitled "Croydon Park Neighborhood Plan;" and,

WHEREAS, the Commission in preparation of said "Croydon Park Neighborhood Plan," which corresponds to a major geographical section of the City as defined therein, did make careful and comprehensive surveys and studies of present conditions and future growth within the Croydon Park Planning Area, with due regard for its relation to neighboring property and territory; and,

WHEREAS, the "Croydon Park Neighborhood Plan" was made with the general purpose of guiding and accomplishing the coordinated, adjusted and harmonious development of a section of Rockville and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development, including among other things, adequate provision for traffic, and promotion of public safety, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, and the adequate provision of public utilities and other public requirements; and,

WHEREAS, after the preparation of said "Croydon Park Neighborhood Plan" as a proposed amendment to the Plan for the City, the Commission gave notice of the time and place of public hearings to be held on said Croydon Park Neighborhood Plan as an amendment to the Plan for the City by giving notice in a newspaper of general circulation in the City; and,

Ordinance No. 9-82
Resolution No. 2-82

WHEREAS, the Commission did refer copies of said "Croydon Park Neighborhood Plan" to all adjoining planning jurisdictions, and to all State and local jurisdictions that have responsibility for financing or constructing public improvements necessary to implement the "Croydon Park Neighborhood Plan," at least sixty (60) days prior to the public hearing; and,

WHEREAS, the Commission held a joint public hearing with the Mayor and Council of Rockville, Maryland on said "Croydon Park Neighborhood Plan" in the Council Chamber at City Hall, in Rockville, Maryland, on December 16, 1981; and,

WHEREAS, the Planning Commission did take into consideration testimony presented at said public hearing and now desires to present its recommendations for an amendment to the Plan for the City of Rockville, Maryland; and,

WHEREAS, this "Croydon Park Neighborhood Plan" is intended to focus public attention on fundamental aspects of City planning and to present a series of specific action recommendations intended to improve the appearance, design, function, and stability of Rockville's neighborhoods; and,

WHEREAS, the neighborhood planning and development policies recommended in the "Croydon Park Neighborhood Plan" have been closely coordinated with and represent an extension of development, land use, zoning transportation, housing, and public facility policy contained in the Plan for the City of Rockville, Maryland.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of Rockville, Maryland, as follows:

1. That the "Croydon Park Neighborhood Plan" be and the same is hereby approved and recommended for adoption by the Mayor and Council of Rockville, Maryland pursuant to Article 66B, Section 3.08 of the Annotated Code of Maryland as an amendment to the Plan for the City of Rockville, Maryland. The "Croydon Park Neighborhood Plan" consists of the following:
 - a. The publication entitled the "Croydon Park Neighborhood Plan" - Rockville, Maryland, as of February 3, 1982.
 - b. An errata sheet identifying errors in the original printed "Croydon Park Neighborhood Plan" discovered after its printing.

Ordinance No. 9-82
Resolution No. 2-82

- c. An addendum sheet identifying information to be added to the "Croydon Park Neighborhood Plan" which is deemed necessary and appropriate to the full and detailed presentation of the goal, objective, policies, and requirements herein approved and recommended for adoption.
2. That the following changes be and the same are hereby approved and recommended for adoption by the Mayor and Council of Rockville as amendments to the Plan for the City of Rockville:
 - a. Delete from the published Plan pages numbered sixteen (16) through nineteen (19), beginning with the heading HISTORIC PRESERVATION and including the map on page 19.

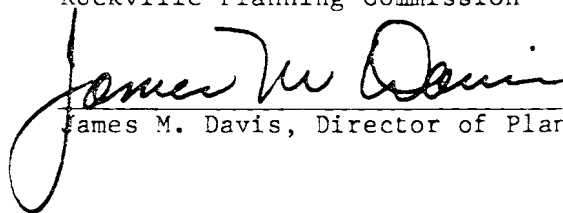
* * * * *

We certify that the above is a true
and correct copy of a Resolution
adopted by the Planning Commission
of the City of Rockville, Maryland,
at its meeting of 2/3, 1982.

NOTE: ITEMS 1a, b and c and
item 2a have been
incorporated as appropriate
into the revised Plan for
purposes of clarity and
continuity. A complete copy
of the approving Resolution
No. 2-82 is available in the
Department of Planning.



Granville E. Paules, Chairman
Rockville Planning Commission



James M. Davis, Director of Planning

NEIGHBORHOOD PLANNING ADVISORY GROUP

FOR

CROYDON PARK

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INTRODUCTION



CROYDON PARK NEIGHBORHOOD PLAN

INTRODUCTION

The Croydon Park Neighborhood Plan is one of the first in a series of detailed neighborhood planning documents to be prepared subsequent to the adoption of the 1970 Master Plan. Neighborhood plans such as this are part of an effort to integrate local concerns with long range planning policies and programs at the City-wide level. This distinctly defined neighborhood is comprised of an interesting variety of housing styles located in the north-eastern quadrant of the City of Rockville. The Croydon Park Neighborhood incorporates ten unique subdivisions including Rockville Park, Rockdale, Croydon Park, Harriet Park, Janeta, Brown's Addition, England's Second Addition, Maryvale, Burgundy Village and Burgundy Hills. This 211 acre area (1/3 square mile) has 868 homes and an estimated population of approximately 2,468 residents.^{1/}

The purpose of preparing this document is essentially threefold. First, to involve residents of the neighborhood in highlighting issues and developing recommendations for action on problems affecting the community, acceptable to local residents, the Planning Commission and the Mayor and Council; second, to prepare a neighborhood plan; and third, to evaluate the potential impact on the area of the coming Metrorail Station.

NEIGHBORHOOD CONCEPT

The Croydon Park Neighborhood is more than a geographic location within the City of Rockville. Residents in Croydon Park are generally conscious of its existence, and share concern over its continued well-being. Part of the "sense of community" referred to describes the scale of the neighborhood as providing community services such as schools and parks within easy walking distance. This concept is not limited exclusively to public investment, but ideally includes places of work and opportunities to shop in close proximity to residences.

The Croydon Park Neighborhood is an excellent example of all these factors existing in the community. Only responsible planning, increased community awareness and protection from changes in land use can preserve and enhance this stable community.

The fundamental purpose of the 1970 Master Plan is to provide a framework for making Rockville the best possible residential community. The desire for a stable community is most strongly supported by the 1970 Master Plan Goal on Preservation of established neighborhoods. This goal states:

^{1/} Preliminary Census of Population, Bureau of Commerce, July, 1980.

Established neighborhoods will be maintained in their predominate residential character and protected from the intrusion of unwarranted traffic and blighting influences of commercial, industrial, and incompatible non-residential development.*

The implication of this goal at the neighborhood level is to insure a continued pattern of single family detached homes (density R-60), no further expansion of current industrial or commercial establishments beyond type and acreage, and limitation of encroachment by non-residential traffic.

Two additional points from the 1970 Master Plan are pertinent to the previously discussed goal, objective and policies with respect to the process of preparing an Neighborhood Comprehensive Plan.



*Master Plan, City of Rockville, Planning Commission, 1970, p. 2.

- o That people will continually have an opportunity and be encouraged to participate in planning for their community and most directly in the plans for their own immediate neighborhoods.
- o That the overriding policy will be to improve the quality of life for the City's existing and future residents.*

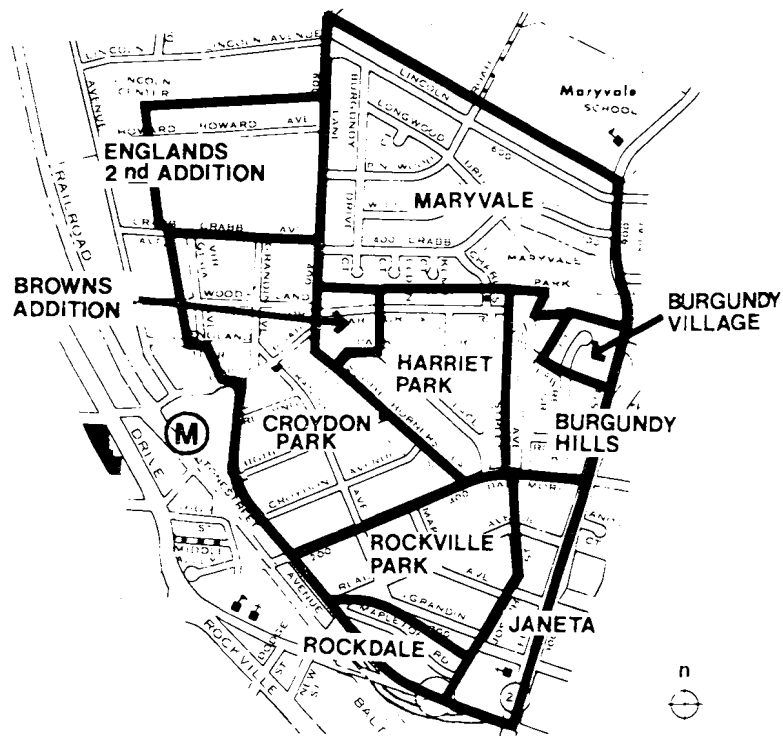
NEIGHBORHOOD PLANNING AREA BOUNDARY

The Planning Commission in conjunction with the Croydon Park Neighborhood Planning Advisory Group has established the following area within census tract (7009.02), as a homogeneous single family neighborhood bounded on the north by Lincoln Street and Howard Avenue, on the east by Route 28 and First Street, on the south by Veirs Mill Road and on the west by South Stonestreet Avenue and the Town Center Planning Area boundary. These limits are distinct political and man-made barriers. Residents can easily walk to most destinations within the planning area and closely identify with the immediate community.

DEVELOPMENT HISTORY

Croydon Park was in the first "mass" annexation of April, 1896. Slightly over 126 acres were added to the Town boundaries at that time. The second "mass" annexation also included parts of this neighborhood. This occurred in July 1949, and created boundaries as we know them today. Twinbrook, Broadwood Manor, Hungerford Towne, and Lincoln Park were added on this eastern edge of the Town. Home rule was instituted for local government five years later in 1954.

SUBDIVISIONS OF CROYDON PARK NEIGHBORHOOD



The earliest established subdivision within the Croydon Park neighborhood is the Rockville Park area, whose spine is Baltimore Road. The Anatole Senkevitch Study, prepared for the City of Rockville in 1977, considered the Baltimore Road area to have both architecturally interesting and historically valuable residential units within this early subdivision. Some units could even qualify for the State or National Register for Historic Properties. The Baltimore Road area was first recorded in 1888 and is one of the oldest communities in Rockville. However, development within the surrounding area occurred in the 1940's. Parts of Croydon Park were platted as early as 1924, but most were recorded in 1949. Rockdale was developed beginning in 1946, while Maryvale and Janeta were established in the 1950's. Burgundy Hills, Burgundy Village and Harriet Park were the last to be built, primarily in the early 1960's. Some parts of this planning area have suffered repeated resubdivision which has caused some areas to take on a crowded appearance. The amount of land available where this may still occur is now limited.

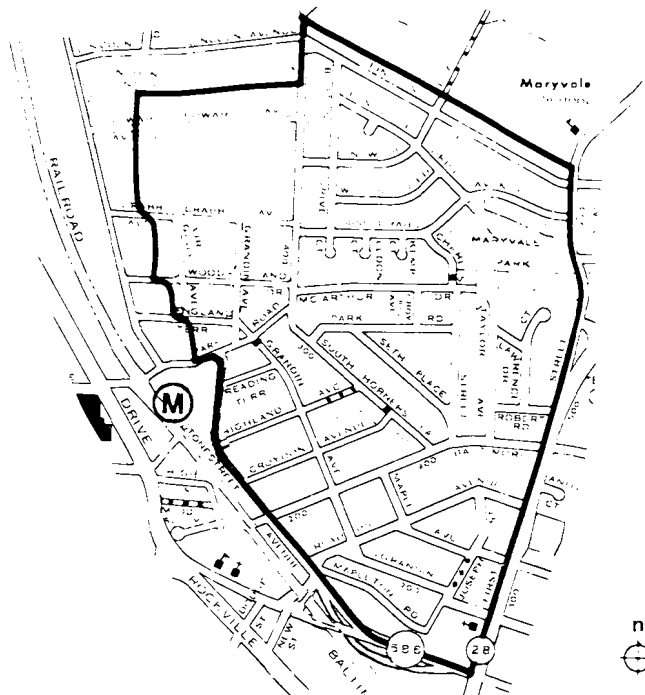
ISSUES AND GOALS

ISSUES AND GOALS

INTRODUCTION

The Croydon Park Neighborhood Plan is the first step in a continuing process of monitoring the effect of an adjacent rapid rail station in a residential area within the City. In order to address new and heightened pressures likely to occur when Metrorail service begins, this plan must be periodically evaluated in order to ascertain whether neighborhood sentiments continue to be reflected in the plan or if changing conditions require new measures. The Croydon Park neighborhood is a unit within the City, located adjacent to the Town Center Planning Area. As density increased in the Town Center, additional pressures will be placed on the Croydon Park neighborhood to provide housing, parking and access to public transit. The new alignment of South Stonestreet Avenue has served to reinforce already stable boundaries which will remain strong over time with special attention to internal neighborhood stability and appearance.

Croydon Park Neighborhood



Concern for stability of residential neighborhoods has been expressed by the regional level in addition to the 1970 Master Plan (INTRODUCTION, NEIGHBORHOOD CONCEPT). The Metropolitan Growth Policy Guide, adopted in December 1980, defined neighborhood conservation areas as "areas developed at...suburban densities outside locally planned centers."* Croydon Park is just such a 'conservation area' located adjacent to the Town Center Planning Areas, to be served by two Metrorail stations. The goal established for this type of area states: "Recognize the great value of existing urban and rural communities outside of designated centers and preserve and enhance the vitality of those areas" (emphasis added). The City of Rockville assisted in the development of this goal and the following objectives. This neighborhood preservation plan was developed in part to promote this end.

"OBJECTIVES: - Conserve the investments in housing, commerce and public facilities which already exist in order to prevent the premature aging or obsolescence of neighborhoods that can continue to provide quality living environments if properly cared for.

- Protect Neighborhood Conservation Areas from the potential adverse environmental impacts stemming from development in Mixed-Use Centers.

POLICIES: - Preserve the existing residential character and amenities of neighborhoods.

- Provide for transportation and parking generated by centers in a manner which lessens through-traffic and commuter parking in residential neighborhoods.

- Include appropriate buffers between centers and conservation areas, and recognize the use of open space protection for such objectives.

- Prevent the intrusion of land uses which are not consistent with the current land use pattern in the Neighborhood Conservation Area."*

(The listed objectives and policies are a selected number of a larger group which are most appropriate to the Rockville environment).

*Metropolitan Policy Guide, Metropolitan Washington Council of Governments, December 1980, p. 65.

The City of Rockville has been actively working to maintain stable residential areas, and the Croydon Park area was given specific attention during the development of the Town Center Urban Design Plan. The Town Center Plan calls for protection of "stable residential areas adjoining the Town Center from encroachment."* Specific recognition of the railroad as a major physical barrier from a higher density downtown area is noted. The service industrial area with the height restriction of forty (40') feet serves as a transitional area, with the railroad to clearly separate the residential area from the downtown.

To mitigate the impact of Metro on the Croydon Park neighborhood, the City has already been successful in promoting three specific actions. First, all Montgomery County Metro stations will open simultaneously, reducing the pressure on any one station. Second, the Metrorail line was extended to Shady Grove to eliminate terminus station impacts within the City. Finally, the City has scheduled all Metro related projects to be completed prior to the opening of the station. These actions should make policies within the neighborhood easier to implement.

As can be seen, the Croydon Park Neighborhood Plan is preservation oriented, implementing the goals of the community, the 1970 Master Plan of the City of Rockville and regional policy as described above.

PROCESS

The first step in any comprehensive planning process is to identify issues and needs of the planning area being studied. For this purpose a special advisory group comprised of residents within the area was appointed by the Planning Commission to consider various concerns at a strictly neighborhood level. Problem identification was done through a series of open, publicized meetings which were held in the neighborhood. This process permitted recognition of basic neighborhood attitudes towards the community and the areas surrounding the neighborhood area.

Problems facing the Croydon Park area and options, both existing and anticipated, were specified. This chapter briefly discusses the issues, needs, and basic assumptions developed and provides the framework for the neighborhood plan as devised. The goal, objective and major policies adopted convey the community's attitudes toward the future of Croydon Park.

The intent of this Neighborhood Plan is to establish the concerns for neighborhood vitality and preservation, to assess the impact of Metrorail and related transit changes on the community and provide a new, detailed small area plan which reflects the interest of the residents of Croydon Park in enhancing the area as a living environment.

*Town Center Urban Design Plan (Approved and Adopted), Master Plan Amendment, City of Rockville, Planning Department, December 1979.

PLAN ELEMENTS

The Land Use and Zoning Element sets forth the general standards for existing and anticipated uses in the Croydon Park area. This is a key component in assisting policy makers in reviewing private sector development for conformance with neighborhood objectives.

The Housing Element considers the effect the environment, home maintenance and speculative investment have on the neighborhood as a social entity and the direct impact on housing values.

The Circulation Element evaluates existing problems and future options in the area of traffic circulation, parking management, mass transit, and pedestrian/ bikeway alternatives. Options are reviewed and some are recommended.

The Community Services and Facilities Element brings in all City services having an impact or delivering any type of services to the Croydon Park Planning Area. A brief profile of the population is presented, facilities are identified and service areas are revised.

This plan should be reviewed on a bi-annual basis but a comprehensive review should occur after Metrorail service has commenced. The City as a whole, and Croydon Park as a unique unit, continues to be guided by the 1970 Master Plan of the City of Rockville.

SUMMARY OF FOUR PRIMARY ISSUES

1. Neighborhood Stability

The entrance of Metrorail service combined with speculative investment could cause dramatic change in property values, which may effect traditional ownership patterns and types of owners. In Croydon Park, 33 percent of both homeowners and renters expect to move out of Croydon Park by 1986. This is fairly normal for the Washington Metropolitan Area. Home price increases have already been occurring, although this does not appear to be due to Metro. Changes in the character of the neighborhood due to housing price increases and investment can have a market effect on neighborhood attitudes and appearances. The Croydon Park population includes 11 percent renters, which are usually a more transient population group than homeowners.

The issue of neighborhood stability is discussed under the Land Use and Zoning Element and the Housing Element Policies 1, 2, 3 and 4 lend pertinent direction.

*Master Plan, City of Rockville, Planning Department, 1970.

2. Street Environment

The impact of Metrorail operations will affect the Croydon Park community through increased vehicular traffic, declining air quality and higher noise levels. In a related problem, the closure of two streets is forcing all traffic through fewer exit points from the community. Since many homes do not have driveways (since standards of the day did not require off-street parking), on-street parking is a problem which is further aggravated by narrow streets and by commuters, customers, and businesses using Croydon Park streets for parking.

The issue of street environment is discussed under the Circulation and Community Services and Facilities Elements. Policies 5,6, and 7 lend pertinent direction.

3. Pedestrian/Vehicle Conflicts

Pedestrian access to shopping areas is poor and requires difficult and unsafe crossing of the intersection at Hungerford Drive (Route 355) and Park Road at Middle Lane. This problem is also encountered by students walking to Lone Oak Elementary across Maryland Route 28. No alternative transportation is available at this time, although a pedestrian bridge at Frederick Avenue is due to be completed in 1982.

The issue of pedestrian/vehicle conflicts is discussed under the Circulation and Community Services and Facilities Elements. Policy 6 lends pertinent direction.

4. Community Facilities/Public Services

Maintenance in recreation areas is inadequate for some areas of the community particularly surrounding the dilapidated Maryvale School building. The old Maryvale School building should be removed. Additional police surveillance near recreation areas and the Metro Station will become increasingly important for residents and Metro users.

The issue of community facilities/public services is discussed under the Community Services and Facilities Element. Policy 9 lends pertinent direction.



The Croydon Park Neighborhood Planning Advisory Group has identified the following goal, objective and policies in an attempt to define more clearly where Croydon Park would like to be during this period when Metrorail service will commence in this area.

GOAL

The Croydon Park neighborhood should preserve the existing sense of identity as a quiet, secure residential neighborhood and remain unmolested by future commercial, industrial or incompatible residential encroachment.

OBJECTIVE

The Croydon Park Neighborhood Plan states that the Mayor and Council should preserve or enhance the defined neighborhood as it currently exists.

Croydon Park is characterized by single family detached homes, modestly priced and primarily owner occupied. Community facilities and housing should be maintained. Expansion of industrial sites or commercial establishments must be denied. Safe circulation patterns must be encouraged for pedestrians and vehicles. These comments are supported by the Town Center Urban Design Plan which abutts the Croydon Park neighborhood on its western border.

The goal and objective broadly convey the ultimate recognition of what the community should be and then describes general means by which this can be attained. The following policies attempt to give additional guidance on how to achieve the objective and specify current and potential problems in response to the issues discussed in the previous section.

POLICIES

To specify the precise intent of the Croydon Park community the following policies are proposed:

1. Protect Croydon Park and its environs from commercial, industrial or incompatible residential encroachment.
2. Deny all spot rezoning within the residential area, and restrict present non-conforming uses to existing dimensions.
3. Encourage exterior facade and landscaping maintenance for all homeowners within the Croydon Park community and environs.
4. Stress high quality in redevelopment and excellence in facade maintenance or improvement in all private or public projects within or adjacent to the Croydon Park area.
5. Adjust circulation patterns to reduce traffic impacts through or adjacent to the residential area.
6. Emphasize alternative transit options, (especially pedestrian access) as part of all new circulation plans.
7. Emphasize maintenance of ambient noise levels to existing or lower volumes.
8. Establish and perpetuate a continuing planning liaison between the Croydon Park area and the City.
9. Provide Croydon Park Neighborhood Planning Area with the best possible community services and maintain high quality in all facilities within the neighborhood boundaries.

LAND USE AND ZONING ELEMENT



LAND USE AND ZONING IN CROYDON PARK

INTRODUCTION

The land use and zoning component of the plan is composed of three basic elements: residential, commercial and industrial. Residential land use is dominant in the Croydon Park area followed by service industrial and very small scale "convenience" commercial. The first area to be discussed will be residential land use. The land use and zoning element will be followed by a discussion on housing which is significantly impacted by the overall quality of the environment in the Croydon Park community.

POLICIES

1. Protect Croydon Park and its environs from commercial, industrial or incompatible residential encroachment.
2. Deny all spot rezoning within the residential area, and restrict present non-conforming uses to existing dimension.
4. Stress high quality in redevelopment and excellence in facade maintenance or improvement in all private or public projects within or adjacent to the Croydon Park area.

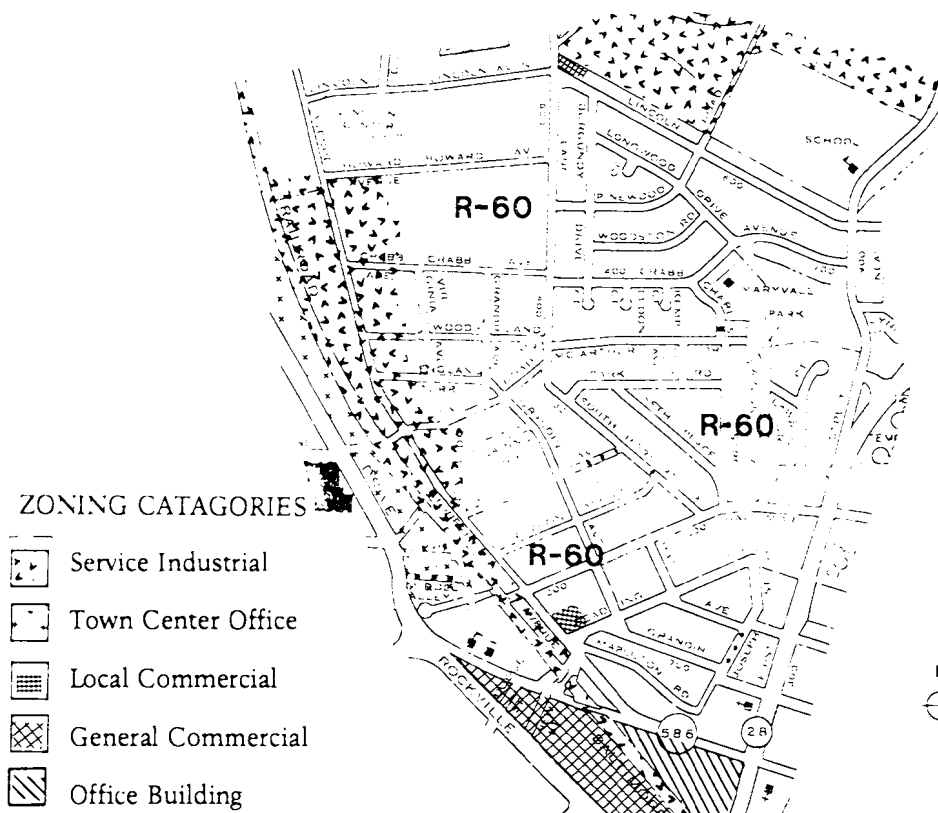
EXISTING ZONING

Current Zoning and Land Use in Croydon Park Neighborhood

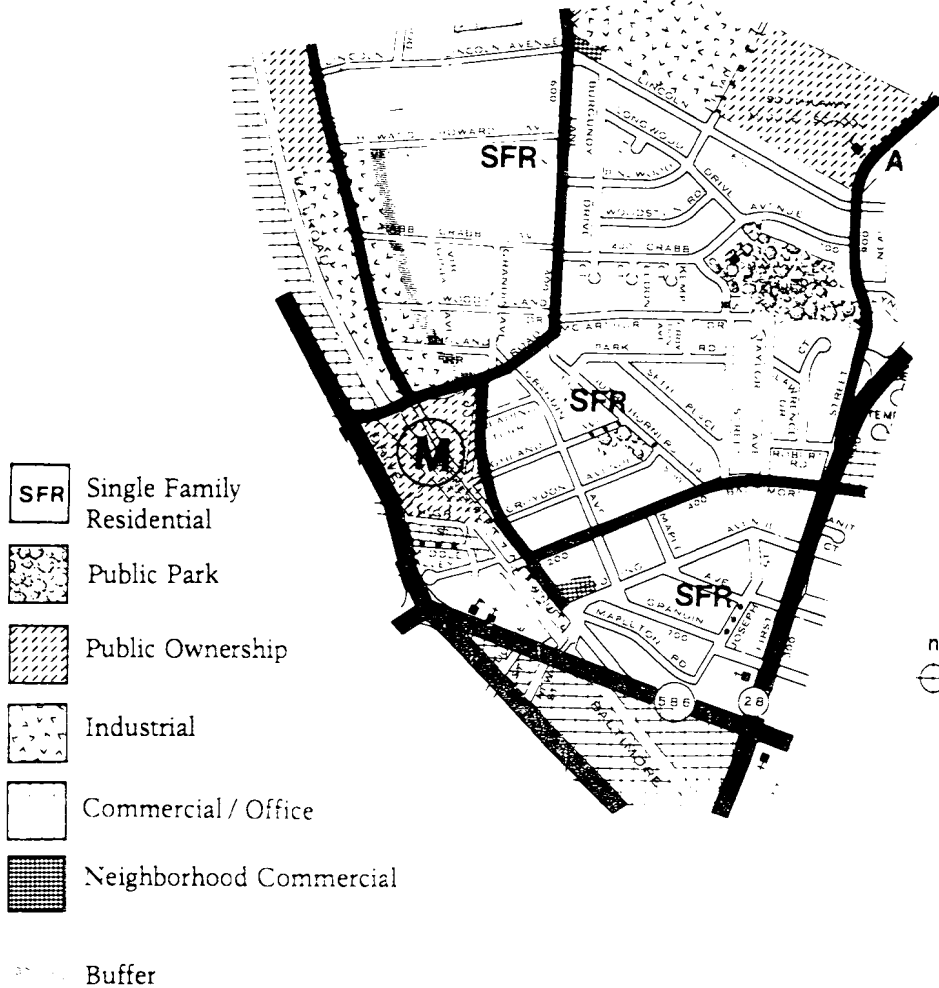
<u>USE</u>	<u>ACRES</u>	<u>ZONING</u>	<u>%TOTAL ACRES</u>
Residential	237.46	R-60	96.50%
Vacant	.99	R-60	.40
Commercial	1.15	C-1	.47
Non-Conforming (C-1)	.51	R-60	.21
Public Parks	<u>6.00</u>	R-60	<u>2.44</u>
TOTALS*	246		100.02%

*Any variation in totals due to rounding.

CROYDON PARK AND VICINITY - CURRENT ZONING



RECOMMENDED LAND USE PLAN



RESIDENTIAL LAND USE

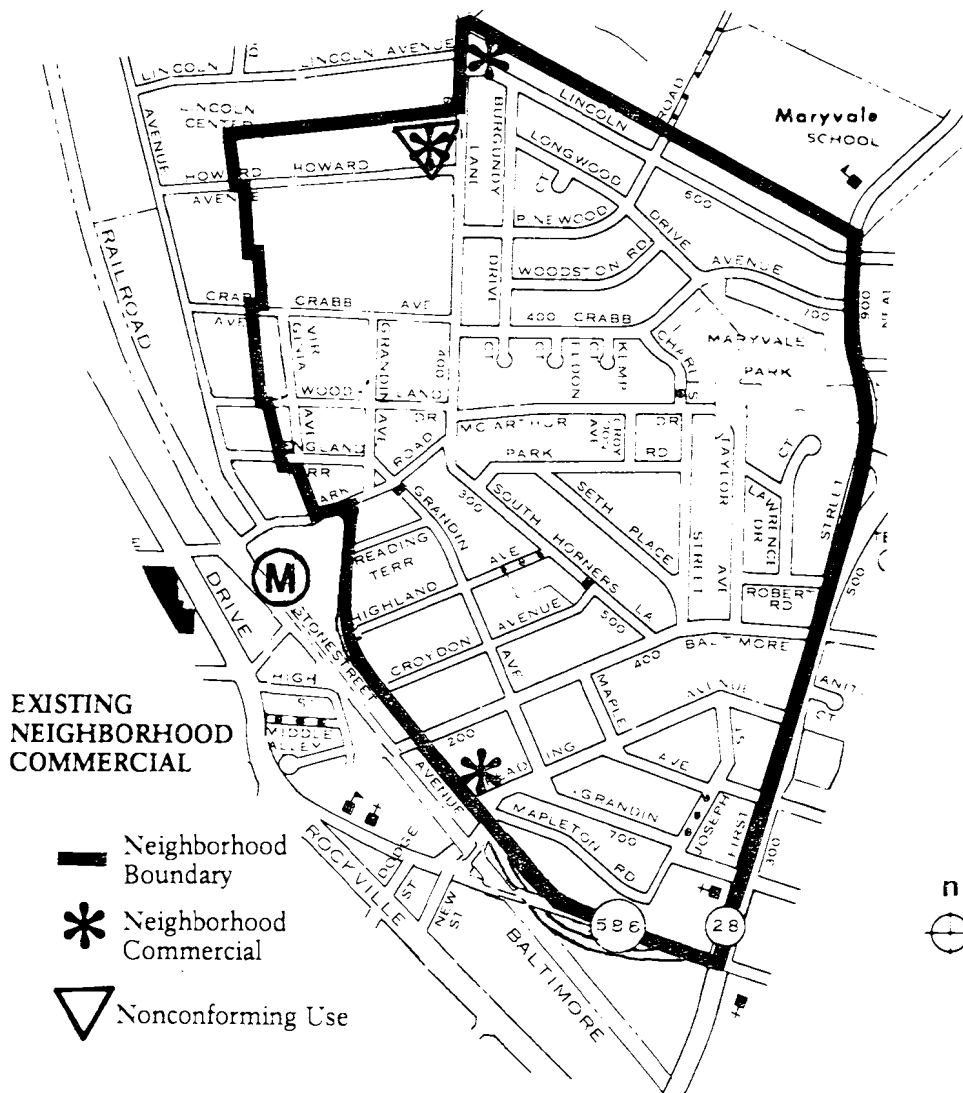
Housing development within the Croydon Park neighborhood area is complete except for infill of a few single residential lots. As housing grows older and families change in size, renovation and major improvements are occurring. Croydon Park is a vital, diverse and relatively stable residential community of eight hundred and sixty-eight single-family detached units, and therefore, the focus of this element within the plan is on preserving and enhancing the existing single-family character of the neighborhood of primarily owner occupied units.

This situation puts Croydon Park in a unique situation relative to other areas adjacent to Metrorail stations within the Washington Metropolitan Area. As was noted in the newly released Housing Policy for Montgomery County, Maryland Report, commercial uses have higher land value and produce greater returns than comparable residential land uses.^{2/} To date, uses other than housing have generally been promoted immediately around Metrorail facilities, as a result. The City of Rockville has an opportunity to change this trend and promote more efficient use of Metro by ensuring a stable housing stock close to Metrorail stations. This permits easy access by commuting residents in the neighborhood, increased job opportunities for those in the community, and relief of some transit problems. This plan endorses preservation of the existing housing stock, and it permits additional development which does not intensify land use within or immediately adjacent to the neighborhood boundaries.

^{2/} Housing Policy for Montgomery County, Maryland, Executives' Recommended Draft, Department of Housing and Community Development, June, 1980.

COMMERCIAL LAND USE

The Croydon Park neighborhood includes a few small "mom and pop" type convenience retail shops. These stores fall into three types: food, beauty and laundry service. The variety of goods available is extremely limited as are the services. Most residents go elsewhere to obtain basic necessities such as groceries and pharmacy items. Residents in the area prefer this type of convenience store and have no interest in expanded levels of commercial service. Therefore, no expansion of the existing facilities is anticipated or recommended. However, the existing scale and character should be maintained and general appearance enhanced.



Owners of existing commercial establishments should be encouraged to improve building facade appearance as soon as feasible. Tenants and owners alike should encourage consumers to be neat through provision of convenient trash receptacles. Special attention to keeping areas surrounding the shopping areas clean is important to maintaining good community relations.

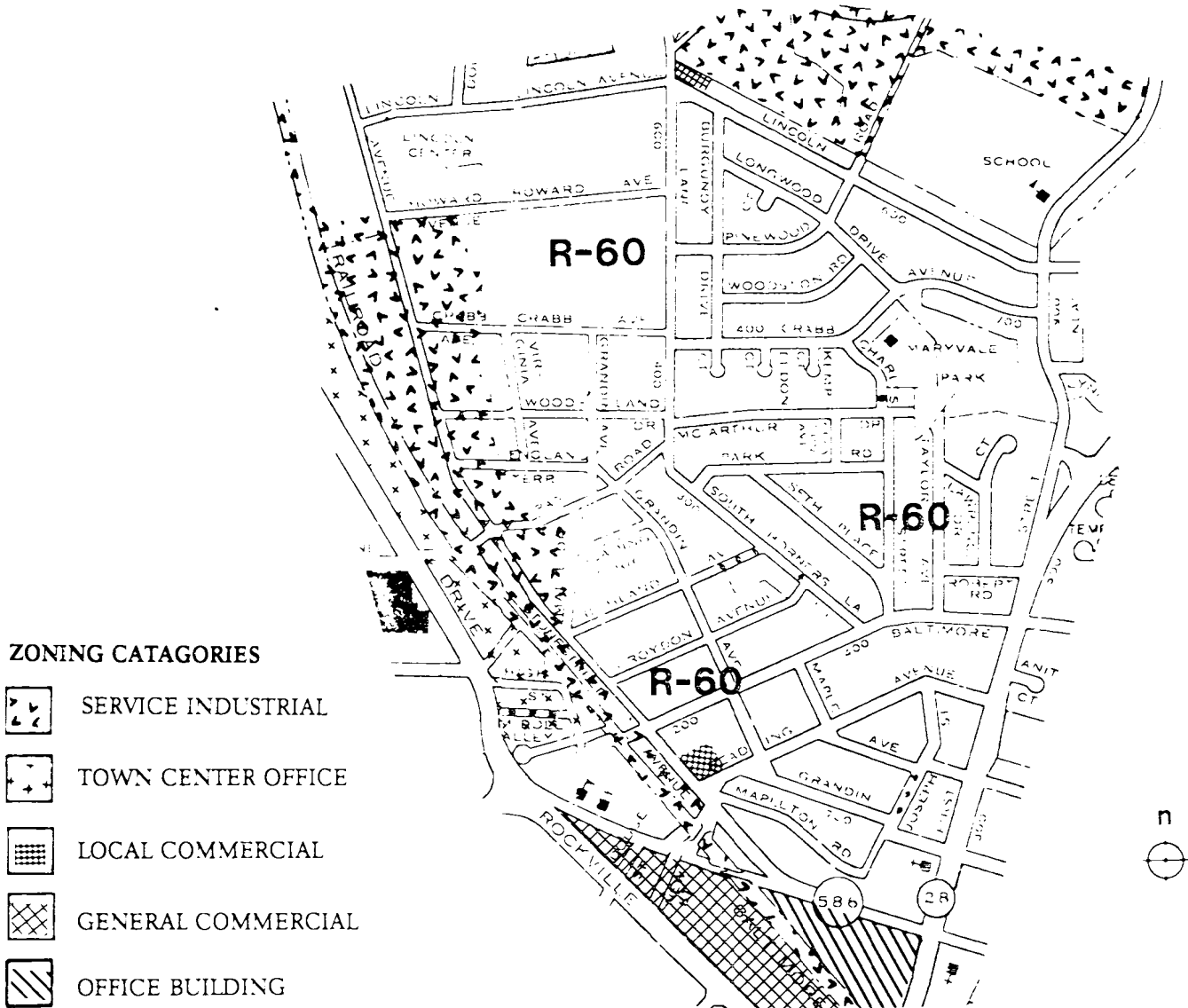
The convenience shopping stores currently in operation are generally acceptable to residents and potentially add to the character of the area. However, if more commercial services were available in the Town Center then Croydon Park residents would be more likely to patronize shops within the Town Center. Safe crossings at Park Road and Frederick Avenue are of major importance for the development of commercially related pedestrian/bike traffic. This is critical as greater numbers of people attempt to avoid use of their personal automobiles - something that must be encouraged in every possible way.

INDUSTRIAL LAND USE

Park neighborhood. However, on the north and west the planning area is immediately adjacent to service industrial zones. These areas have a direct impact on those residential properties which act as a transition between land uses. The service industrial area has been distinctly separated by inclusion in the Town Center planning area as opposed to the neighborhood planning area to clearly indicate the City's commitment to separation of the two land use types.

Most problems in transitional areas relate to some form of blight or encroachment, and the Croydon Park neighborhood is no exception. Parking spill-over into the residential area is a common problem which can be resolved by districting or by the use of permits. One of the most serious problems is cut-through traffic, especially heavy trucks, traveling down secondary residential streets. This poses a complex enforcement problem since area residents do not want any roads closed or streets made one-way. The Master Plan states that distinctions should be made between major areas of dissimilar land use. Creating a clear boundary, and where possible a visible barrier, must be a priority if the residential area is to remain separate and if rezoning is to be avoided.

CROYDON PARK AND VICINITY - ADJACENT INDUSTRIAL



RECOMMENDATIONS

Housing

1. Maintain residential density at existing R-60 levels.
2. Limit new housing to existing vacant parcels similar in character to surrounding single family detached units.
3. Offer programs such as the Free Paint Program and no-cost and low cost grants for home maintenance especially to owner occupants.
4. Optimize codes enforcement through programs such as the Community Enhancement Program to encourage a safe and esthetically pleasing neighborhood environment.
5. Clearly define residential edge adjacent to service industrial areas. Prepare unique logos, public street signage, or uniform street sign painting program which is different from surrounding areas.
6. Recognize the importance to the community of historic and architectural properties within or abutting an existing historic district.

Commercial

1. Maintain current scale of existing convenience commercial establishments.
2. Limit commercial development to its current land area, permitting no expansion anywhere in the Croydon Park Neighborhood Planning Area.

Industrial

1. Deny all attempts of encroachment or expansion from adjacent industrial area into the residential areas. (Note: No industrial land is within the defined planning area boundaries).
2. Maintain current scale and density of adjacent I-1, Service Industrial properties as adopted in the Town Center Plan
3. Encourage industrial sector traffic to use Stonestreet Avenue exclusively instead of secondary residential streets by any possible means. The City Master Plan originally recommended closure of Howard and Crabb Avenues, however, residents of these areas see this as only a last resort option.
4. Require screening to be planted in all transitional areas between service industrial and residential properties. Encourage planting in existing transitional areas of this nature. Develop buffer concepts similar to those presented in the Town Center Urban Design Plan.

HOUSING

HOUSING IN CROYDON PARK

INTRODUCTION

The housing stock in this area is considered a primary resource of the neighborhood by residents. This section discussed changing values within the area and the importance of Croydon Park housing prices relative to other locations within the City and County. The relationship of investment properties to owner occupied units is also discussed.

POLICIES

1. Protect Croydon Park and its environs from commercial, industrial or compatible residential encroachment.
2. Deny all spot rezoning within the residential area, and restrict present non-conforming uses to existing dimensions.
3. Encourage exterior facade and landscaping maintenance for all homeowners within the Croydon Park community and environs.
4. Stress high quality in redevelopment and excellence in facade maintenance or improvement in all private or public projects within or adjacent to the Croydon Park area.

GUIDELINES

1. Preserve and enhance the existing single-family housing stock.
2. Establish or expand programs for the improvement or rehabilitation of all housing within the Croydon Park neighborhood and the City as personnel or funds become available.
3. Encourage homeowners to maintain their own units to help retain high values within the community.
4. Encourage energy conservation by all property owners whether they own residential, commercial, or industrial properties.

EXISTING CONDITIONS

Current zoning throughout the Croydon Park neighborhood is established at R-60 residential with three small exceptions for commercial use. These exceptions are noted under the commercial land use section. The zoning allows a density of up to seven units per acres. No change in zoning is recommended for this area.

Housing size and styles vary greatly in the Croydon Park planning area. The majority of units were constructed during the 1940's in Maryvale and Croydon Park subdivisions as well as additions to these areas. The units are generally stick construction with wood siding; these relatively small units are ideally suited for young families and couples with grown children. The balance of the housing throughout the neighborhood varies both in size and character. There are even a number of larger historic homes in the Baltimore Road area that were constructed about the turn of the century. However, overall, the price of housing in the area is more reasonable than most neighborhoods within the City or County. This makes Croydon Park attractive to prospective homeowners and investment interests as well. Housing values are approximately thirty-five percent lower than the City-wide average and forty-two percent lower than the County-wide average in 1979.

<u>AVERAGE SALES VALUE - 1979</u>		
<u>CROYDON PARK</u>	<u>ROCKVILLE</u> ^{1/}	<u>MONTGOMERY COUNTY</u> ^{2/}
\$53,650	\$79,900	\$93,615

Considering the neighborhood as a whole, the average annual sales price in 1969, was \$22,461. Eleven years later the same unit would sell for \$53,650 for a 138% increase in value. This compares with City-wide increase over the same period of 224%. The average increase of 12.5% annually since 1969, makes housing in Croydon Park an excellent investment for both homeowners and investor. Based on the number of sales and the total number of homes in the neighborhood, the area has experienced a 76% replacement of families.

^{1/} Housing Sales in Rockville, City of Rockville, Planning Department Bulletin No. 1-81, January 1981.

^{2/} Annual Residential Development Report, Summary 1979, Maryland-National Capital Park and Planning Commission.

According to the Annual Residential Development Report -1979, an information report which monitors and analyzes residential development trends in Montgomery County, the median sales price of a used home in the City of Rockville was $\$83,000$. This figure applies to used homes only and compares with the County-wide median of $\$79,000$. This indicates that the Croydon Park neighborhood could be a very attractive alternative for young families and empty nesters with a median home value of $\$53,560$ in the same period. Empty nesters are families where all the children have left home and only the parents remain.

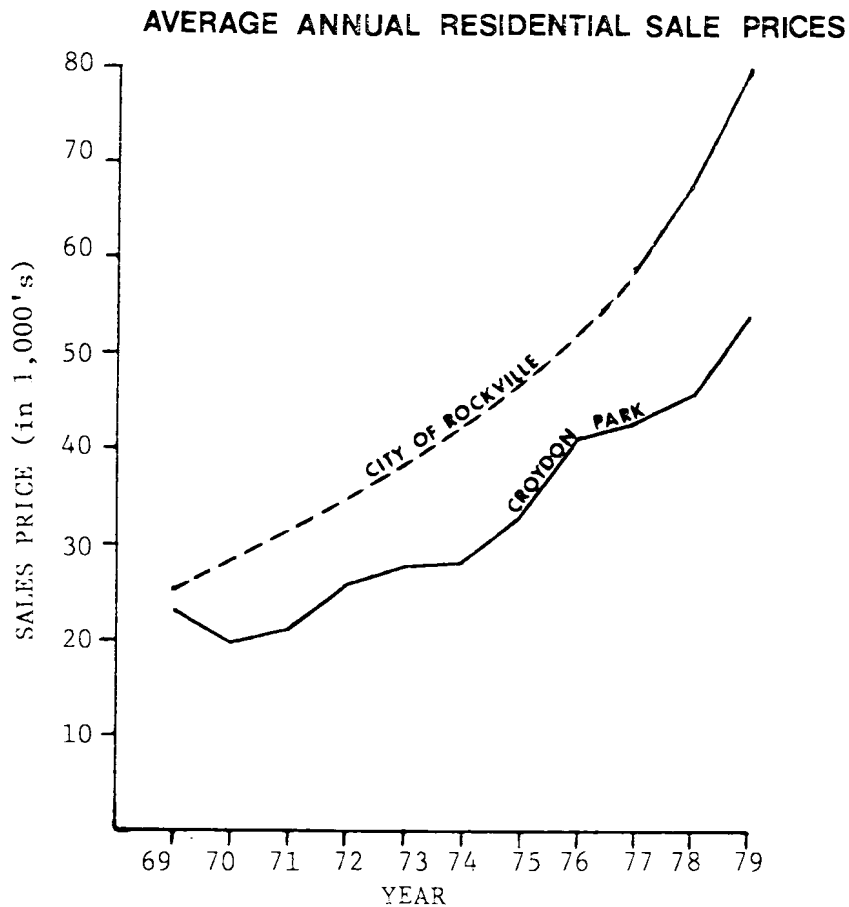
Housing in this area is becoming increasingly costly, making it difficult for persons with modest incomes to purchase or maintain existing units. Based on $\$53,560$ an average first time home buyer would require an annual household income of $\$25,000$ with 10% down. Programs such as the Community Enhancement Program, Free Paint Program and others should be encouraged in order to stimulate maintenance and improvement of the neighborhood. These types of programs encourage families to stay in the Croydon Park neighborhood; they increase stability within the neighborhood and encourage steady housing value increases. Even considering current variable market conditions, steady price increases on residential properties seem likely to occur. It remains to be seen what impact Metro will have on housing values in this area.

3/Annual Residential Development Report, Summary 1979, Maryland-National Capital Park and Planning Commission. (Note: higher value of units due to larger land area than City limits being used in M-NCPPC estimates).

4/

AVERAGE ANNUAL SALES PRICE - CROYDON PARK AREA

<u>SALES</u>	<u>NEIGHBORHOOD AVERAGE</u>	<u>CHANGE ANNUALLY PERCENTAGE</u>	<u>NUMBER OF SALES RECORDED</u>
1969	\$22,461	0	38
1970	\$18,838	-16%	62
1971	\$20,571	+ 9%	38
1972	\$25,363	+23%	43
1973	\$26,939	+ 6%	70
1974	\$27,767	+ 3%	45
1975	\$34,523	+24%	61
1976	\$40,274	+ 2%	71
1977	\$42,011	+ 4%	82
1978	\$44,633	+ 6%	66
1979	\$53,650	+20%	85



Does not include sales less than \$4,000.
 --No data available.

4/ Lusk Real Estate Reports, Courtesy Montgomery County Board of Realtors, 1969-1980.

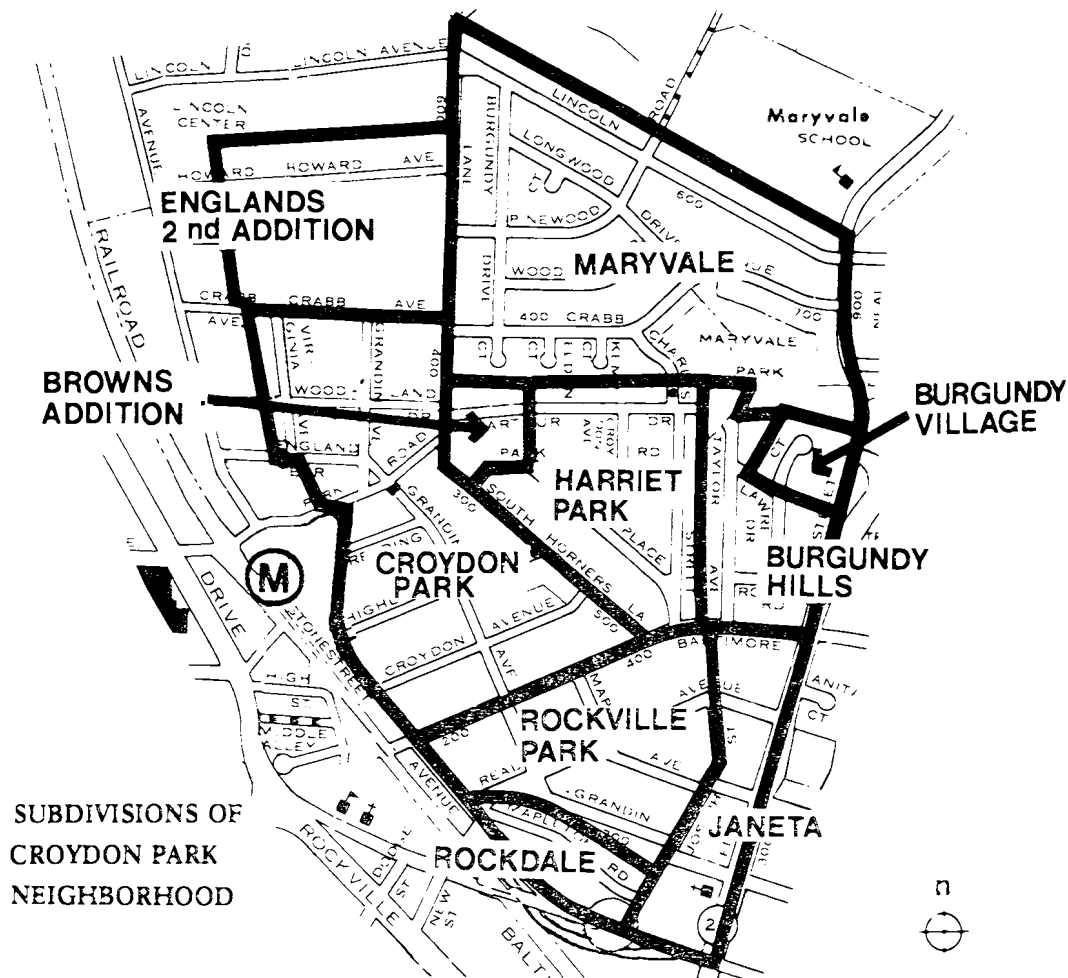
5/ Ibid.

Metro does not appear to be the cause of current increases, but does appear to be a contributing factor. Over the past few years the Croydon Park neighborhood has kept within City-wide average value increases. The average turnover rate from 1969-1979 was 7.4 percent per annum. Significant increase has been recognized since 1975, with the record high over this period occurring in 1979 at 10.4 percent, a rate which indicates total replacement over the last decade.

This leads to an important neighborhood concern which is fear of non-owner occupied speculative investment. One indicator of this type of investment is an increase in the number of renters in a given area. Sales in areas where this type of speculative investment is occurring, tend to be more frequent since there is no long term commitment to the property. Frequent turnover tends to drive up property values in areas like Croydon Park and Maryvale subdivisions. Investors may have contributed to a higher average annual increase in housing values than might be expected for this area considering housing size and type.

The Maryvale area has the most dramatic number of renters in the entire neighborhood at 40.8 percent. This means that two out of five units were being rented as of May, 1980. By comparison, City-wide rentals are 6.8 percent of all housing. The next two most significant were the Croydon Park and Harriet Park subdivisions with 20.4 percent and 13.2 percent respectively. All other subdivisions within this area are less than 10 percent rental, indicating high stability and general neighborhood commitment.

The City Division of Licenses and Inspection is not certain that all units currently being rented are licensed. However, it would appear that the Rental License program reflects an accurate trend for the Croydon Park neighborhood and is likely to be correct for this area. Stronger enforcement of rental licensing codes in the Maryvale and Croydon Park subdivisions may result in additional rental units being recognized.



MODERATE COST HOUSING

Preservation of the existing housing supply is a critical purpose of the Croydon Park Neighborhood Plan. Residents recognize a need for strong code enforcement to encourage maintenance of homes in the area. Homeowners consider this especially important in regard to rental units where lack of vested interest on the part of the renter sometimes discourages adequate attention for a specific unit.

The comparatively modest cost of housing in the Croydon Park neighborhood, relative to other parts of the City and County, makes this area a major resource in the City. However, due to the coming of Metro and the price of housing, the type of householders is likely to change over the next five years. Increasing numbers of young professional families are likely to

locate in this area. This is primarily due to the steady increases in value which require higher and higher household incomes for purchase. This movement is generally good for homeowners and has a positive effect on the City tax base. The general socioeconomic effects are that fixed income citizens may be prevented from buying into the area due to the high values unless they have sufficient equity to transfer into a home. Stability of the neighborhood may increase as current landlords sell properties held for speculative purposes to owner occupants to avoid new assessments due in 1983.

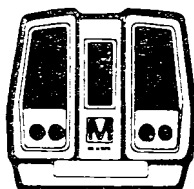
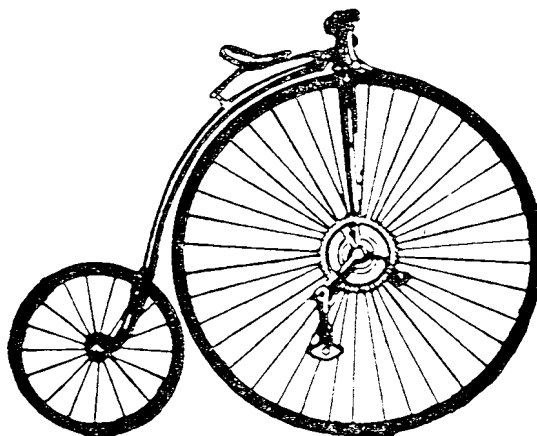
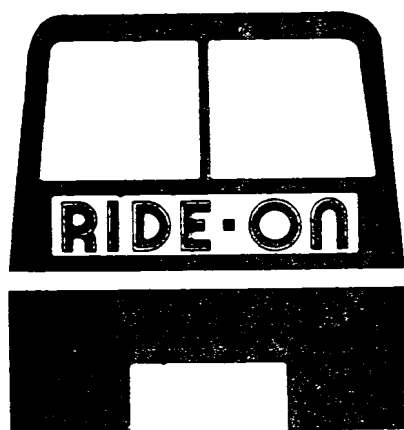
The only new housing anticipated in the Croydon Park neighborhood at this time is infill of existing vacant lots. All vacant public properties are zoned according to the predominant zoning of the area which is R-60. If any of these properties revert to private sector development, then they would be required to develop in conformity with the surrounding residential area. No action of this sort is anticipated at this time.

Croydon Park neighborhood will continue to offer a supply of housing of reasonable size and rational neighborhood scale for small families. Additional housing detail appears in the appendix.

RECOMMENDATIONS

1. Preserve and enhance the existing single-family housing stock.
2. Establish or expand programs for the improvement or rehabilitation of all housing within the Croydon Park neighborhood and the City as personnel or funds become available.
3. Encourage homeowners to maintain their own units to help retain high values within the community.
4. Encourage energy conservation by all property owners whether they own residential, commercial, or industrial properties.
5. After study of the Croydon Park and Twinbrook neighborhoods, it is recommended that the City develop a formal City-wide housing policy.

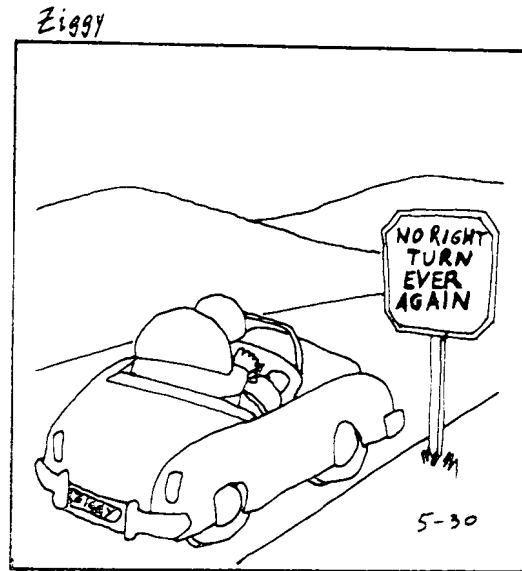
CIRCULATION



CIRCULATION IN CROYDON PARK

INTRODUCTION

Croydon Park is an older substantially developed neighborhood and as such, has an established circulation system. A large number of road improvements on the western border of the planning areas have improved the appearance and traffic pattern, allowing a minimum impact to the neighborhood when Metrorail service begins. With this in mind, the function of this element within the plan is to review the alternatives for making the existing system work safely and efficiently and to plan for new system additions. For instance, the introduction of the Metrorail system brings a new factor into the transportation matrix. The commuting public is willing to consider a variety of transportation alternatives to the automobile. Making alternative forms of transportation more attractive, convenient, and available are strongly recommended by this plan.



There are five primary components addressed in any complete circulation plan. These are streets, bikeways, pedestrian ways, mass transit and parking management. The appropriate combination of these components results in a balanced circulation system. Currently, circulation within the Croydon Park neighborhood is automobile oriented. This situation has been increasingly forced on residents due to difficult access to destinations outside the neighborhood. Special emphasis on biking, safe pedestrian ways, provision of mass transit, and a comprehensive parking management policy are components to be addressed in this document. In order to evaluate alternatives more effectively, seven guidelines were recognized by area residents as being consequential.

POLICIES

5. Adjust circulation patterns to reduce traffic impacts through or adjacent to the residential area.
6. Emphasize alternative transit options, (especially pedestrian access) as part of all new circulation plans.
7. Emphasize maintenance of ambient noise levels to existing or lower volumes.

GUIDELINES

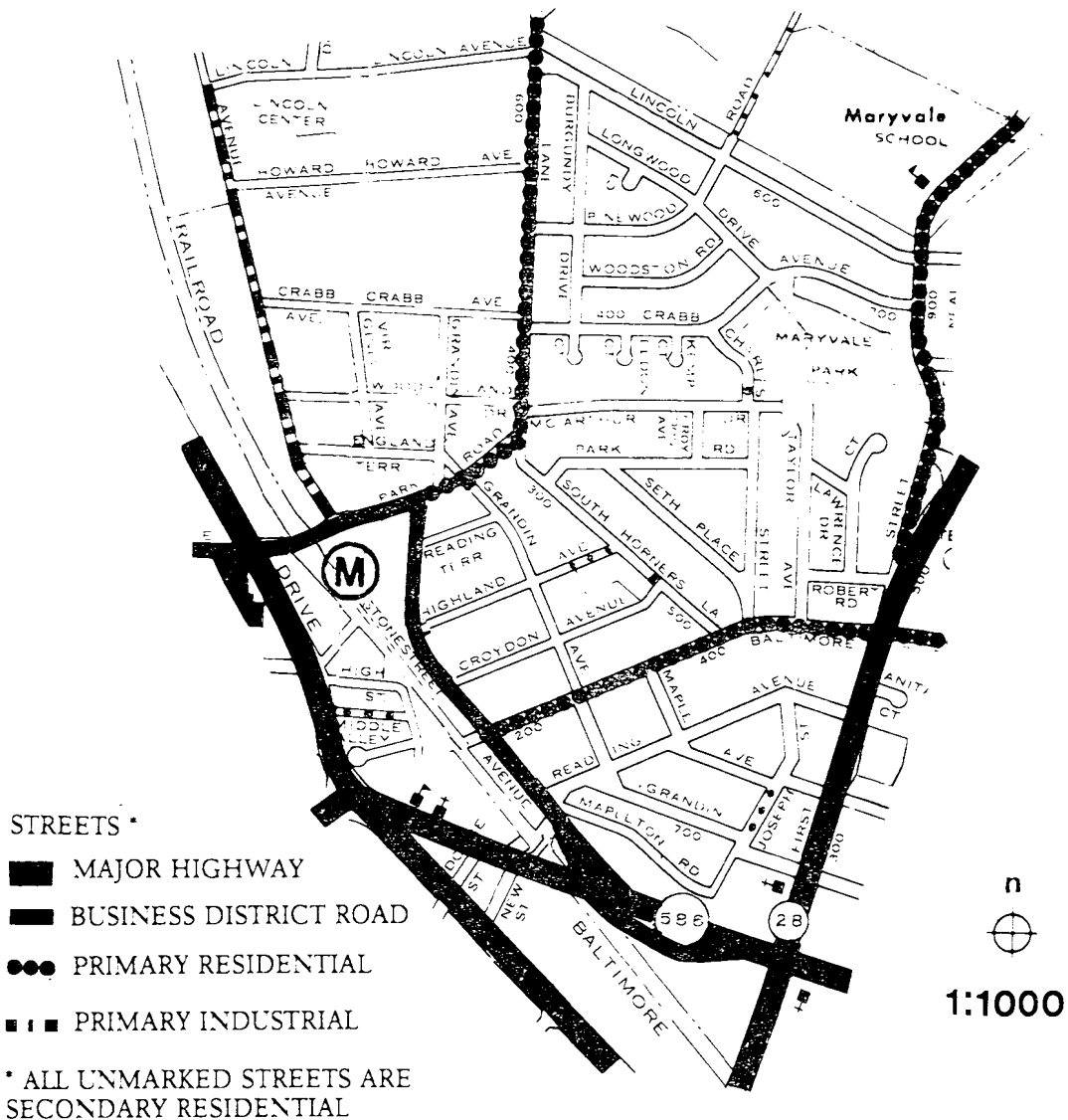
1. Circulation patterns should reinforce the stability of the Croydon Park neighborhood.
2. All components of the internal circulation system should encourage use of a balanced transportation system. (Provide options to automotive travel).
3. Limit noise and air pollution which are transit-related to levels in conformance with Chapter 19 of the City of Rockville Zoning Ordinance.
4. All new or redesigned roads should be the minimum size which would permit free traffic flow and still meet appropriate road standards.
5. Through-traffic should be separated from local traffic at every opportunity.
6. Adequate on-street parking for residents should be insured where off-street parking is not available.
7. The area immediately surrounding the Metrorail facility should be given special consideration in regards to all guidelines.

These general guidelines should be considered along with safety and engineering concerns when evaluating changes.

STREETS

External Street System

The Croydon Park neighborhood is surrounded by some of the most heavily traveled highways in Montgomery County. Veirs Mill Road and Route 28 are classified as major highways and have average daily traffic (ADT's) counts of 27,500 and 21,500 vehicles respectively. Hungerford Road and Gude Drive are also classed as major highways and heavily impact the planning area despite the fact they do not contact the area (ADT's Hungerford Drive 37,500 Gude Drive 23,000).



The importance of these highways in complying with the suggested guidelines is apparent in two ways. First, these roadways have the effect of reinforcing the boundaries of the Croydon Park neighborhood. A strong boundary helps support community stability. Second, major highways provide adequate access for neighborhood residents and should have sufficient capacity to handle all non-neighborhood traffic. In other words, no traffic beyond resident traffic should need to pass through the Croydon Park neighborhood. Solutions should be proposed to improve the intended function of these major roads.

One of the ways external streets reinforce neighborhood boundaries is by siphoning off non-resident pass-through traffic. For example, the extension of First Street to Rockville Pike will reduce traffic which currently crosses at Veirs Mill Road bridge to Dodge Street before reaching Rockville Pike. Other additions which should further improve highway efficiency are the widening of Veirs Mill Road and the widening of the Veirs Mill Road bridge. Closure of Southlawn Road would be another way to strengthen neighborhood boundaries and reduce internal street traffic (see Appendix 12. Map reference point 7). These major external road improvements will function more smoothly, encouraging all motorists to use them to easily reach their destination points. This approach helps keep internal residential circulation to an appropriate level where management strategies can respond to various demands as discussed later in the chapter.

On a City-wide basis a Transportation Systems Management Study (TSM) is being prepared to apply management strategies to major highways and arterial roads of the external street system. This type of study considers important links of the external street system for origin and destination study, roadway speeds, intersection delays and other factors affecting use of the highway network. The City-wide street network is evaluated by the TSM Study whereas internal neighborhood circulation is addressed by neighborhood level management strategies compatible with the smooth operation of the City-wide highway system. For a description of studies which analyze this area and Metro related circulation issues see Appendix 9.

External highways will play another valuable role with the continuing development and redevelopment of the Town Centre and the addition of the Metrorail Station. With the capacity increase of Veirs Mill Road and the extension of First Street (Route 28) additional traffic, due to natural increase and new development, will be more efficiently handled. An efficient external system keeps internal circulation to an appropriate level where management strategies can easily respond to various demands as discussed later in the chapter.

The following table demonstrates the existing average daily traffic level in 1980 and anticipated traffic, post-Metro, due to natural increase, new development (primarily Town Center activity), changes which are directly related to Metro "system" changes or those attributed to modifications in the circulation system. Please note that the Veirs Mill Road ramps have added on 3,500 vehicles since 1,500 vehicles are expected to use the street segment between Baltimore Road and the ramps.

TABLE 1

AVERAGE DAILY TRAFFIC (ADT) ESTIMATES FOR SELECTED
EXTERNAL STREETS

Road	Existing* ADT	Natural Increase	Metro Change	System Change	Post-Metro ADT	Estimated % Increased
Veirs Mill Road	27,500	4,125	380	-4,005	28,000	1.8%
Route 28	21,500	3,225	280	-1,005	24,000	11.6%
(New)Veirs Mill Ramps	N/A	230	380	+2,890	3,500	100.0%

*See Appendix 10.

NOTE: For a detailed history of roadway improvements cost and timing, see the Capital Improvements listing in Appendix 12.

Internal Street System

The internal circulation patterns of a neighborhood should be compatible with the scale and character of the neighborhood. Streets play an important role in reinforcing the stability of an area. This factor is largely dependent on street size, the type (local or pass-through) and the volume of traffic. The effect of these three factors can either unify a neighborhood or separate one area from another. The Croydon Park area is strongly residential in nature, but some non-residential pass-through traffic does occur.

The streets of this neighborhood were planned and designed for local neighborhood traffic circulation. Non-resident navigation through neighborhoods attempting to reduce travel time, take short cuts or use streets for parking can overload primary and secondary streets by raising traffic volume,

producing pedestrian/vehicle conflict and causing additional noise and air pollutions; neighborhood residents should not be exposed to these difficulties.

Primary roads are collectors for local traffic off of secondary streets. There are four primary residential streets with the Croydon Park neighborhood. These are Baltimore Road, First Street, North Horners Lane and Park Road (between South Stonestreet to North Horners Lane). Stonestreet Avenue is classed as primary industrial between Baltimore Road and Lincoln Avenue. Park Road is a business district road from South Stonestreet Avenue and Hungerford Drive. All other streets are secondary residential. During the period when subdivisions in the neighborhood were developed, families tended to own fewer automobiles than is now common. These streets were designed for fewer cars and tend to be narrow with few driveways. The pressure of pass-through traffic in the neighborhood is disruptive along these confined roads.

TABLE 2
ROADWAY CLASSIFICATION TABLE

<u>STREET</u>	<u>CLASSIFICATION</u>	<u>LOCATION</u>
Baltimore Road	Primary Residential	Route 28 to Stonestreet Avenue.
First Street	Primary Residential	Route 28 to Lincoln Avenue.
North Horners Lane	Primary Residential	Park Road to Westmore Avenue.
Park Road	Business District	Hungerford Drive to South Stonestreet Avenue.
Park Road	Primary Residential	South Stonestreet Avenue to North Horners Lane.
North Stonestreet Avenue	Primary Industrial	Lincoln Avenue to Park Road.
South Stonestreet Avenue	Business District	Veirs Mill ramps at Reading Avenue.

Fortunately, traffic is not expected to increase substantially along residential streets, and only modest increases are anticipated on adjacent business roads whose capacity has been, or will be increased before Metro is scheduled to open. (See Appendix 11). Nominal increases, which nowhere near approach capacity limits, are possible largely due to major system wide changes outside neighborhood boundaries. Within the neighborhood, various management strategies may be applied to resolve potential conflicts as they become apparent. Alternatives are discussed later in this chapter (i.e., parking, etc.).

Table 3 indicates current and anticipated vehicular activity on important internal neighborhood streets. Comparing roadway class (See Table 2) and average daily traffic (ADT), the maximum acceptable volume level for a primary street is 12,000 and a business road is 20,000 as per Appendix 10.

TABLE 3
AVERAGE DAILY TRAFFIC (ADT) ESTIMATES FOR SELECTED
INTERNAL STREETS

Road	Existing* ADT	Natural Increase	Metro Change	System Change	Post-Metro ADT	Estimated % Increased
Baltimore Road (at S.Stonestreet Avenue)	9,000	1,050	470	-520	8,000	14.2%
N.Horners Lane (at Park/South- lawn)	7,000	1,050	280	-330	8,000	14.2%
Park Road** (at N.Stonestreet/ S.Stonestreet)	15,000	2,250	660	+2,090	20,000	33.0%
S.Stonestreet (at Park/ Baltimore)	8,000	1,200	850	+2,150	12,200	52.5%

*See Appendix 10.

**NOTE: Park Road has a higher acceptable volume level than typical two-lane business district roads.

Baltimore Road was originally constructed to primary residential street width standards and acts as an excellent local collector, which tends to encourage pass-through traffic between Route 28 and Stonestreet Avenue. An increase in pass-through traffic can be anticipated when Metrorail service opens in late 1983. This increase should be somewhat offset by the opening of both the First Street underpass and the Veirs Mill Road ramps. Noise may be an important factor along Baltimore Road. To minimize noise problems, trucks should be restricted from Baltimore Road. "NO RIGHT TURN 7:00 to 9:00 A.M." signs may be necessary at several side streets along Baltimore Road if cut-through traffic becomes apparent. Baltimore Road provides the only direct alternative exit for the lower neighborhood to Route 28, and the only eastern exit with a light. For this reason, traffic controls along Baltimore Road should be kept to a minimum until access is provided via the Stonestreet Avenue ramps. When this occurs, strong measures should be taken to protect the neighborhood from non-resident traffic.

First Street is classed as a primary residential street from Route 28 to north of the planning area. The street is an adequate width where it borders the edge of the Maryvale subdivision. This is an important entry/exit point. Where First Street meets Route 28 a difficult intersection occurs for automobiles crossing Route 28. No reasonable resolution for this problem is apparent at this time.

North Horners Lane runs from Park Road to north of the neighborhood area and is classed primary residential. Although North Horners Lane is adequate for most of its length, a sharp curve exists where North and South Horners meet at Park Road. Line of sight problems exist at this curve, and safety features at this corner should be maximized accordingly. North Horners Lane is a very important internal collector for local traffic and every effort should be made to encourage strictly local traffic use.

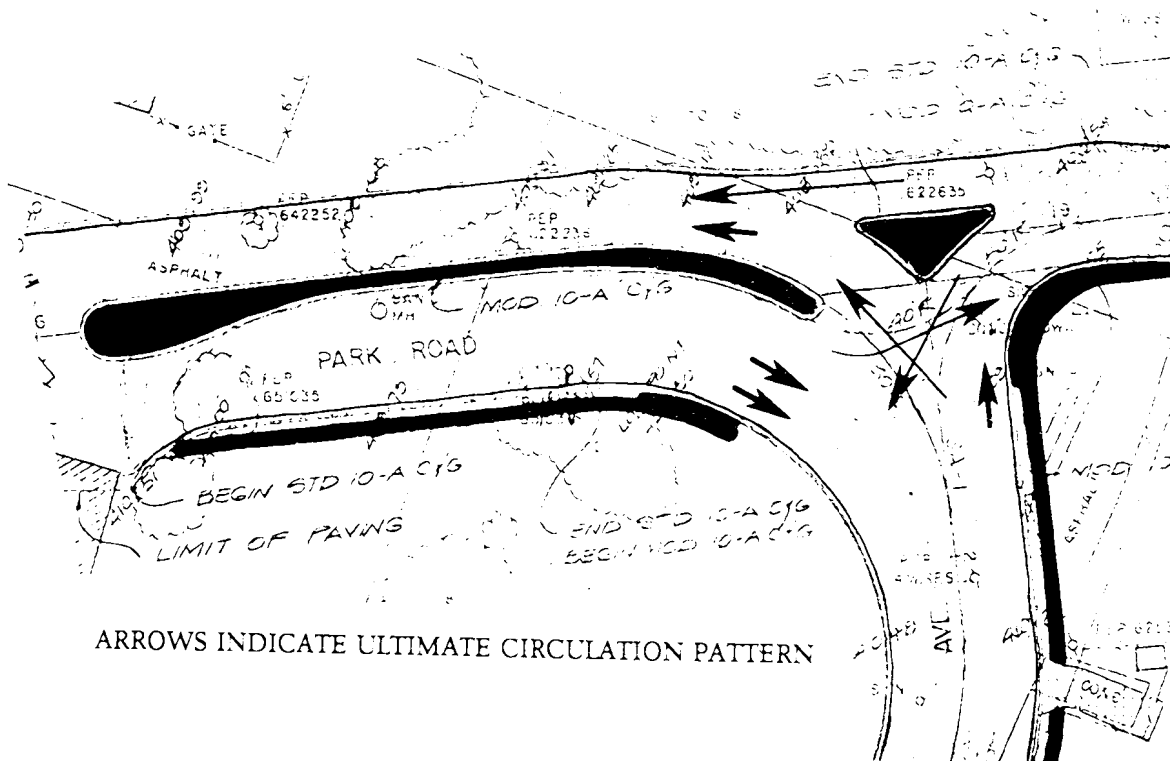
At this time, pass-through traffic is perceived as a problem by neighborhood residents. Although truck traffic is denied by a "NO THRU TRUCKS" sign, heavy trucks still use North Horners Lane as a short cut to the industrial areas north of the Croydon Park neighborhood. The improvements to North Stonestreet Avenue and Dover Road will help alleviate this problem. Stronger enforcement may be advised. Additionally, Southlawn Lane could be closed to through traffic from North Horners as proposed in the 1970 Master Plan.

Park Road is considered a business district road. It is also the most complicated internal street segment affecting the Croydon Park neighborhood. Park Road is the only western access point for the entire residential and industrial community. For this reason, it is very heavily traveled. The number of vehicles able to traverse Park Road will become critical when Metrorail service begins. Park Road will become the crossroads for buses and commuters in addition to local community traffic. Superior signalization along Park Road will be essential for smooth traffic flow.

The intersection of Park Road and South Stonestreet Avenue is of particular concern. On one hand, the intersection does tend to separate local traffic from

FIGURE 1

Park Rd. & Stonestreet Ave. Intersection



non-local traffic by relegating North Horners Lane to a "side street" status. Stonestreet Avenue should be able to flow smoothly with proper signalization. However, due to the design of the intersection turning movements from Park Road to North Horners Lane and from North Horners Lane to South Stonestreet Avenue are usually confusing and complicated due to the required changes in driver habits. See Figure 1. The Croydon Park Neighborhood Planning Advisory Group is recommending that the design of this intersection be carefully monitored once it is fully functional and changed if necessary before Metrorail service begins.

Stonestreet Avenue is a primary industrial road from Reading Avenue to Park Road and Park Road to Lincoln Avenue. The South Stonestreet Avenue section has been realigned and improved from Baltimore Road to Park Road. The block between Baltimore Road and Reading Avenue will be improved by July, 1982. Ramps will be extended from Veirs Mill Road to Reading Avenue by the State Highway Administration by Fall, 1982. The North Stonestreet Avenue improvements are complete (this area is not actually within Croydon Park neighborhood boundaries).

Along North Stonestreet Avenue the 1970 Master Plan recommends that Howard and Crabb Avenues be closed to limit entrance and exit for residents only. Although, this plan does not advocate the closure of these streets in the known future, and residents of these blocks do not want their streets closed, the Planning Commission finds that the option to cul-de-sac should be retained for future residents of this area.

South Stonestreet Avenue will become the gateway entrance into the Croydon Park neighborhood, promoting easy ingress and egress to residents and commuters. The main Metrorail parking lot is accessible directly from South Stonestreet Avenue, as is the "kiss-n-ride" drop. This will encourage very heavy traffic along South Stonestreet Avenue, especially during morning and evening rush hours. Hopefully, Stonestreet Avenue will function so smoothly that no short-cutting into residential areas will occur. However, Reading Terrace, Highland Avenue and Croydon Avenue should be monitored to insure protection to the neighborhood from inappropriate evening rush hour traffic. If necessary, traffic control signs denying a left turn from south bound Stonestreet Avenue from 4:00-6:00 P.M. should be erected. Other proposals including closure of these streets and one-way streets have been considered, but are somewhat drastic solutions which make emergency access more difficult and create police surveillance problems.

The homes located on South Stonestreet Avenue between Reading Avenue and the railroad tracks will be impacted by the Veirs Mill ramps. Special consideration for both the visual and potentially increased noise levels due to new vehicular traffic must be evaluated. These homes should be buffered as much as possible through planting of trees and other appropriate vegetation. Current noise levels should be measured for reevaluation after the new ramps are in use. Due to the current proximity to Veirs Mill Road, only limited change might be anticipated. The safety for pedestrians who must cross South Stonestreet will be addressed in the Pedestrian/Bikeway Section.

the affected area around the Veirs Mill Road ramps and along Veirs Mill Road where widening is to occur was thoroughly evaluated in the Environmental Effects Report.^{*} This study established a "Finding of No Significant Impact" (FONSI) in regards to environmental impacts. The study considers traffic noise, water, air social and economic hazards. The Federal Highway Administration approved this finding on May 12, 1981. This evaluation projected traffic, noise and other factors out to the year 2002. Selected data appear on the following Table.

TABLE 4
AMBIENT NOISE LEVELS

<u>Location</u>	<u>1979 Base</u>	<u>AMBIENT L (DBA)</u>			
		<u>1982</u>		<u>2002</u>	
		<u>No Build</u>	<u>Build</u>	<u>No Build</u>	<u>Build</u>
St. Mary's Elementary (SR 1)	75	77	74	77	75
Residence - 714 South Stonestreet Avenue (SR 2)	61	69	66	69	67
Residence - 808 Veirs Mill Road (SR 3)	79	81	77	81	79
Residence - 922 Veirs Mill Road (SR 6)	75	77	73	77	75

SR means sensitive receptor. See Map 2-A for locations of SR's.

"St. Mary's Church, 808 Veirs Mill Road, 905 Veirs Mill Road and 922 Veirs Mill Road currently experience noise levels greater than 70 dBA. 1982 and 2002 'build levels at these four sites are not expected to increase significantly from ambient levels;' the levels will continue, however, to exceed the Federal Highway Administration standard."** The base information was measured in October 1979 and projected by a noise simulation computer model. As the table demonstrates no dramatic changes are expected to occur. The simulation model does not include any type of noise attenuation barriers. L represents the noise level exceeded ten percent of a given time period. See Appendix 11 for some typically encountered noise levels.

As the table demonstrates, the homes on South Stonestreet Avenue will stay under the 70 dBA Federal Highway Administration standard. Furthermore, in each case the build versus no-build alternative proves to be the most beneficial case. The ramps will ultimately be useful in reducing noise levels in this area.

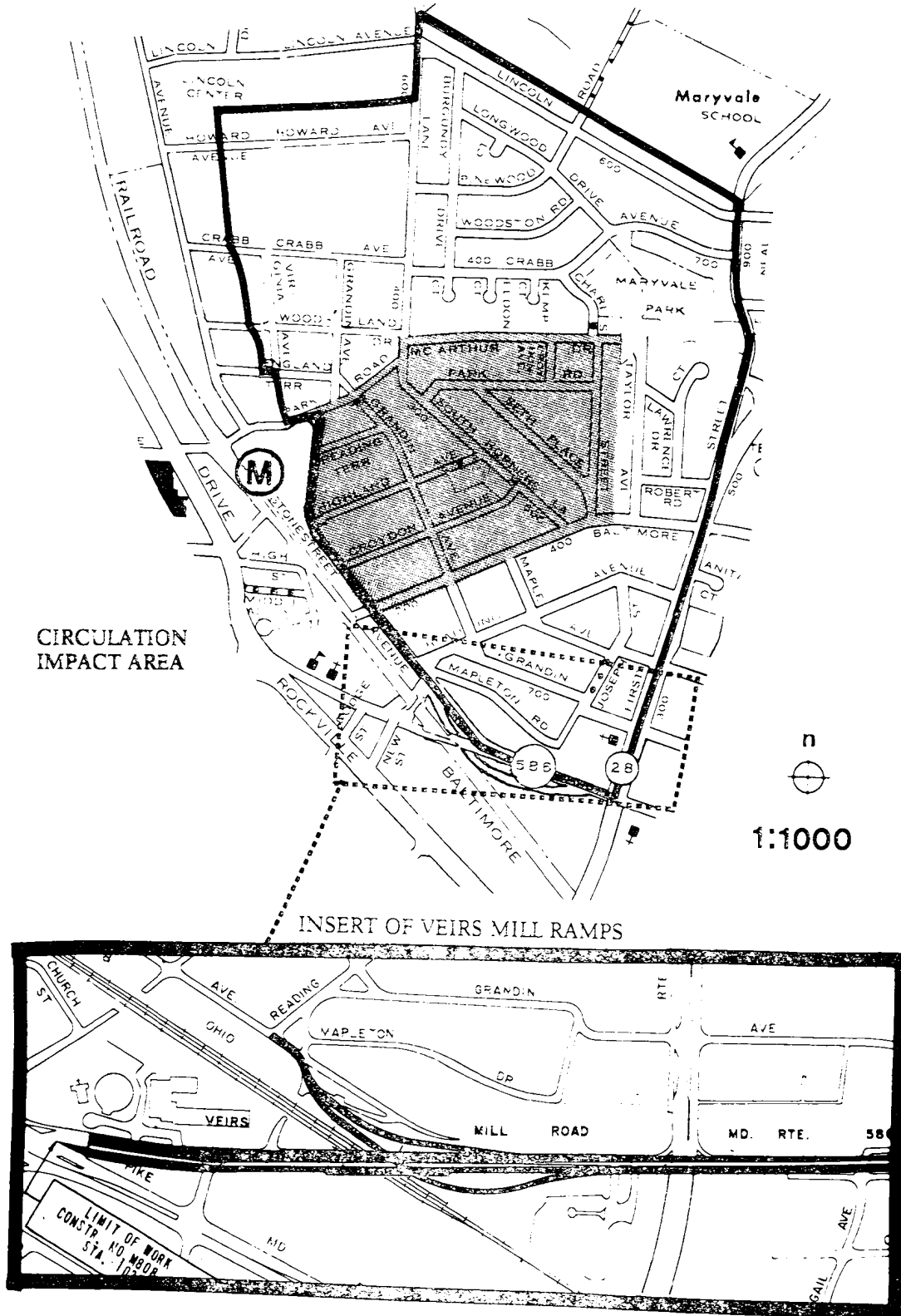
^{*}Environmental Effects Report, Maryland Department of Transportation, State Highway Administration, 1979.

^{**}Ibid.

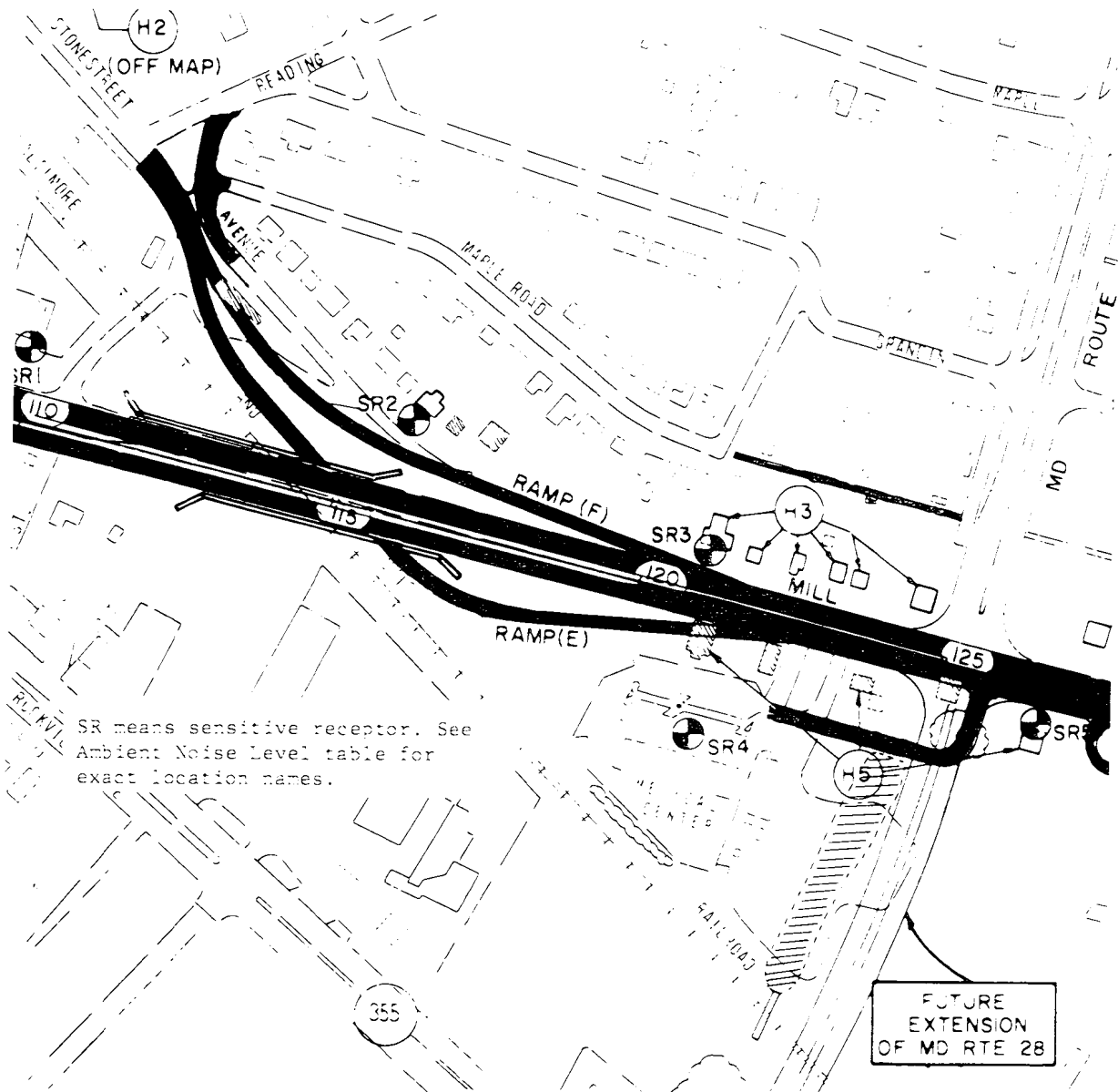
South Stonestreet Avenue is currently effective in aiding internal circulation. It functions as a neighborhood collector and it also helps separate resident traffic from non-resident traffic. Maintaining this separation in the future is one of the most important tasks of this plan. Most residents agree that separation is good, however, it is unclear how many residents are willing to undergo any inconvenience unless they are directly affected.

The major impact area in the Croydon Park neighborhood associated with vehicle circulation is located between Baltimore Road and North Horners Lane at Park Road as shown in Map 2. The most serious vehicle ingress problems are expected from Route 28 southbound making right turns onto Baltimore Road. When Metrorail service commences, non-resident traffic will increase and separation of resident and non-resident traffic will become more difficult.

MAP 2



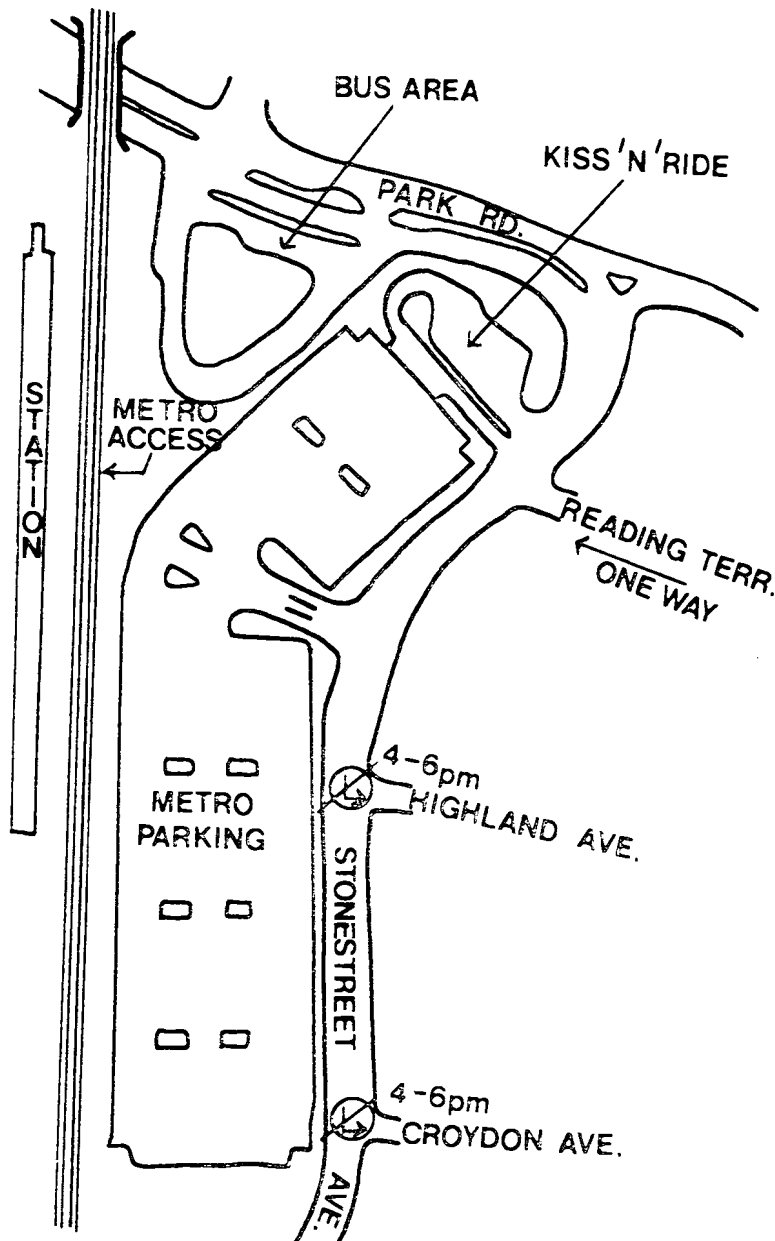
MAP 2-A
VEIRS MILL RAMP AND ROAD WIDENING DETAIL



As Map 2-A shows Veirs Mill Road ramp traffic is distinctly separated from South Stonestreet Avenue. The portion of South Stonestreet Avenue, below Reading Avenue to Veirs Mill Road is a secondary residential street and is not recommended for change. Further confirming this position, South Stonestreet Avenue traffic will be directed onto Reading Avenue at the time of ramp construction.

As a first line of defense, traffic must be controlled during rush hours. The morning rush hour will most affect roads on the north side of Baltimore Road. "NO RIGHT TURN 7:00-9:00 A.M." signs should be erected at the appropriate intersections. (Note: Recommendation 1 on page). A similar situation presents itself along South Stonestreet Avenue at Highland and Croydon Avenues. A "NO LEFT TURN 4:00-6:00 P.M." sign should be placed at these intersections. Reading Terrace presents the most difficult problem. The location is directly across from the "kiss-n-ride" drop, which means a simple turn control sign will not work. Therefore, Reading Terrace is recommended for one way, emptying into Stonestreet Avenue.

FIGURE 2



The "kiss-n-ride" will be functioning during both rush hour periods, making this more drastic solution necessary. A one-way street permits emergency access, unlike a permanent barrier, while effectively preventing inappropriate intrusion. See Figure 2. A one-way street is proposed to minimize impacts on the neighborhood while causing the least inconvenience to neighborhood residents.

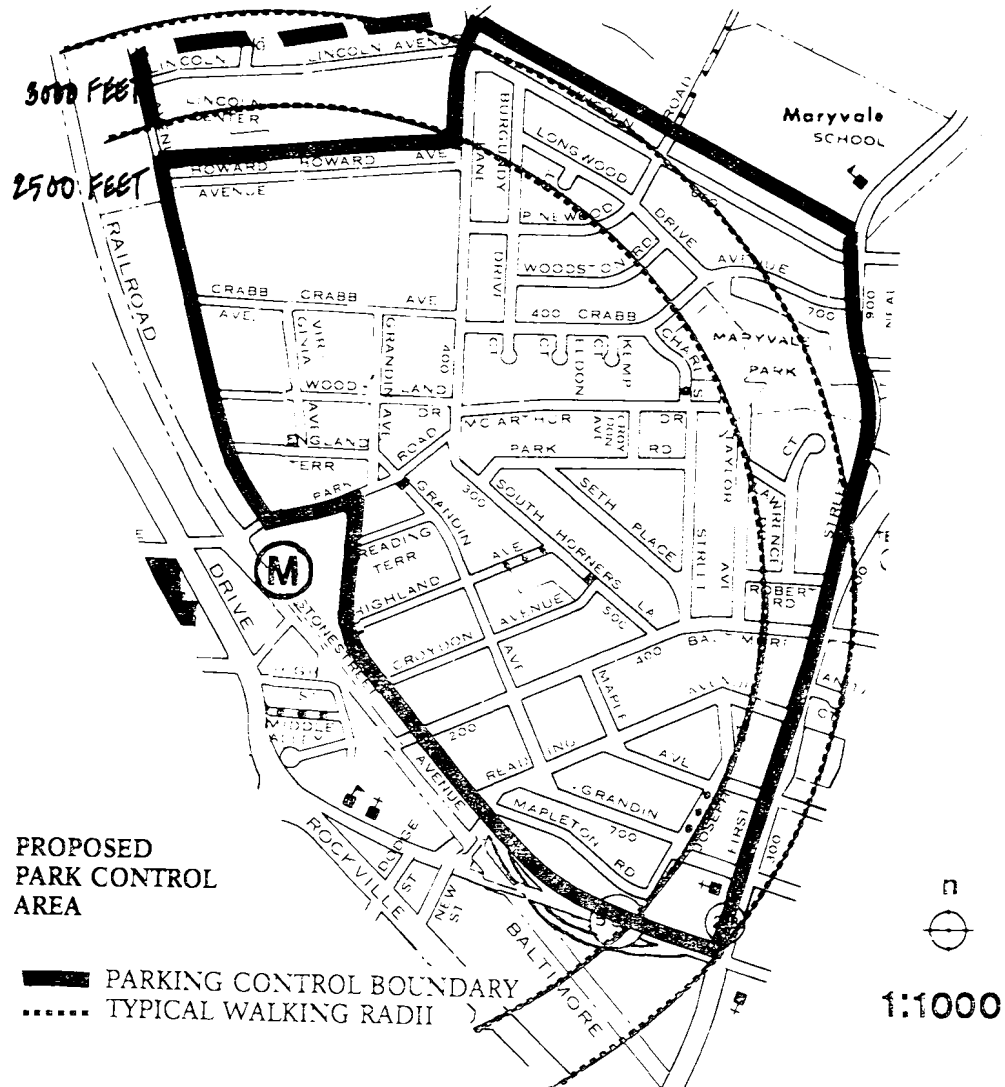
The issue being considered when discussing the internal circulation problem is separation of neighborhood traffic from through traffic. Along each major street within the neighborhood area acknowledged problems have been addressed. Another important factor is: How great a commitment or sacrifice are neighborhood residents willing to make to achieve this separation of traffic types? Most residents agree that separation is good, however, few appear willing to undergo any inconvenience unless they are directly affected.

PARKING

Narrow streets in the Croydon Park neighborhood combined with a shortage of driveways create a less than ideal parking situation for neighborhood residents. Non-resident parking on residential streets has been a problem due to both Metrorail construction and commuter rail users. In Fall, 1980, an average of 370 commuters boarded the commuter rail at the Rockville Station. In late 1983, when Metro service begins, additional pressure for parking by Metrorail users will occur.

With these concerns in mind, a permit parking system is proposed to insure parking for neighborhood residents. The usual walking distance, acceptable for transit stations, has been 2,500 feet, with many persons willing to walk even farther. This 2,500 standard seems to be valid in Rockville as demonstrated in the Twinbrook situation where the commuter parking problem occurred up to 2,500 feet from the Parklawn Department of Health and Human Services Agency. On the following map a 2,500 and 3,000 foot radii have been drawn.

MAP 3



The permit parking is proposed to begin one month prior to the opening of Metrorail service. This is suggested to allow adequate time for residents to obtain permits and to insure that improper habits are not formed by Metrorail users. The proposed permit parking area as shown on the map would include the entire Croydon Park neighborhood. Lincoln Avenue and North Stonestreet Avenue are also recommended although they are not actually in the planning area.

Implementation of a permit parking system should conform to City Ordinance No. 40-79 ^{1/}in issuing permits, signage and enforcement. However, unlike the Ordinance, the parking zone should be implemented as a single unit, rather than block by block. The residential area should be monitored intensively, especially during the first few months of parking zone implementation. If the Washington, D.C. experience is repeated in this area, enforcement will be most important coincident with the opening of Metro.

ALTERNATIVE TRANSPORTATION

Metrorail Service

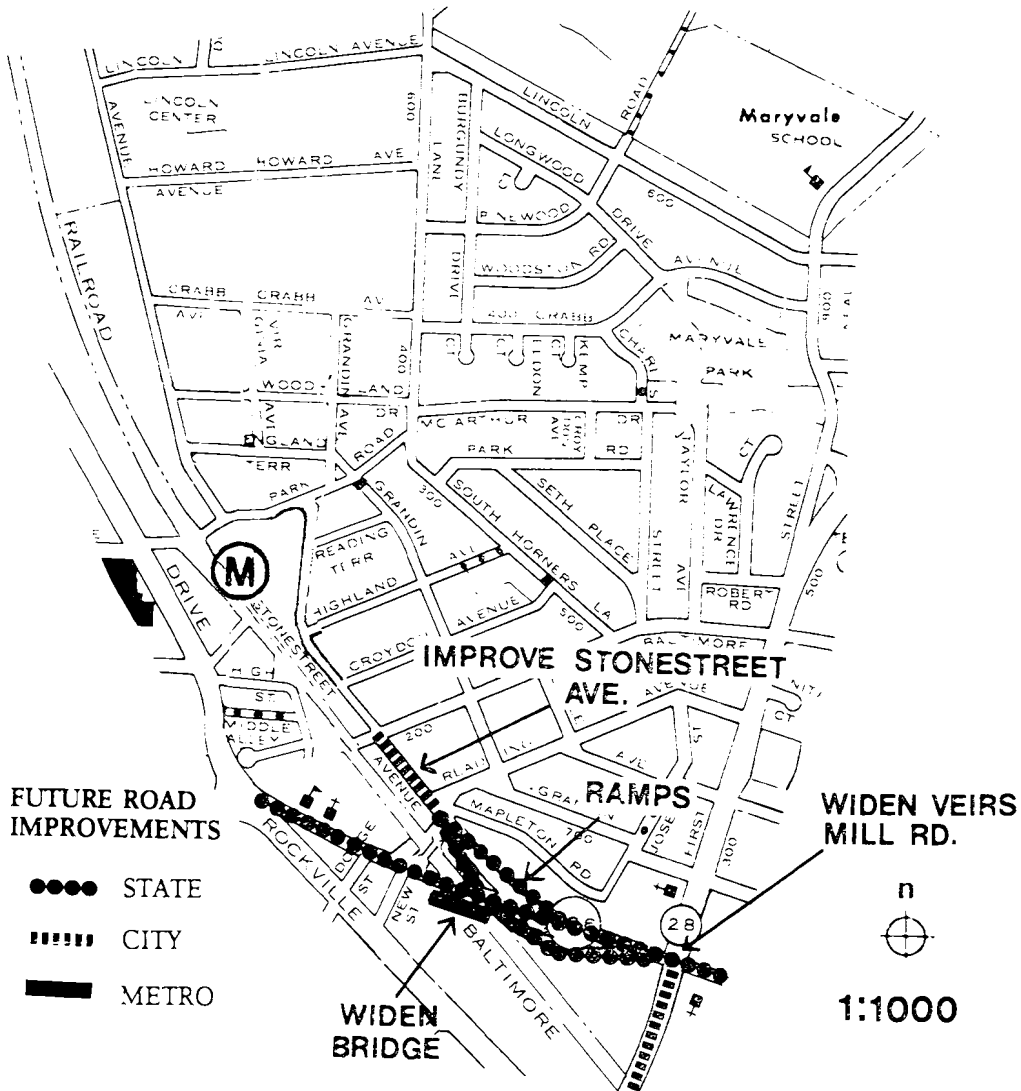
Metrorail service will be a tremendous convenience to Croydon Park residents for commuting to work, shopping and entertainment opportunities. It will also bring increased amounts of pass-through traffic and infringe on neighborhood parking privileges. For some residents, the inconvenience could outweigh the advantages. However, for many residents, the Metro will provide an inexpensive alternative to using their own cars as gas prices and highway congestion increase.

^{1/} Ordinance 40-79, included as Appendix.

To permit access to the Rockville Metro Station, the following road improvements are to be completed between January 1981, and late 1983.

- Veirs Mill Road Bridge - Two phases are planned to maintain traffic at all times.
 - Phase 1: (1 year) Build three lanes of the new bridge and leave the old bridge functioning. (Metro project, September 1981.)
 - Phase 2: (6-8 months) Open three lanes of the new bridge, close and reconstruct the old bridge. (State project, early 1982.)

MAP 4



The new bridge will be four lanes with an eight foot median strip and sidewalks down both sides.

- Veirs Mill Road Ramps - West bound Veirs Mill Road traffic will exit onto South Stonestreet Avenue for direct access to the Rockville Metro Station. A second ramp then returns traffic leaving the Metro Station to Veirs Mill Road in an east bound direction.
 - One lane, each direction (State project - Fall, 1982).
- South Stonestreet Avenue Improvement - This improvement will complete the linkage along South Stonestreet Avenue between Baltimore Road and Reading Avenue to the Veirs Mill Road ramps.
 - Widen South Stonestreet Avenue (City project - August, 1982).

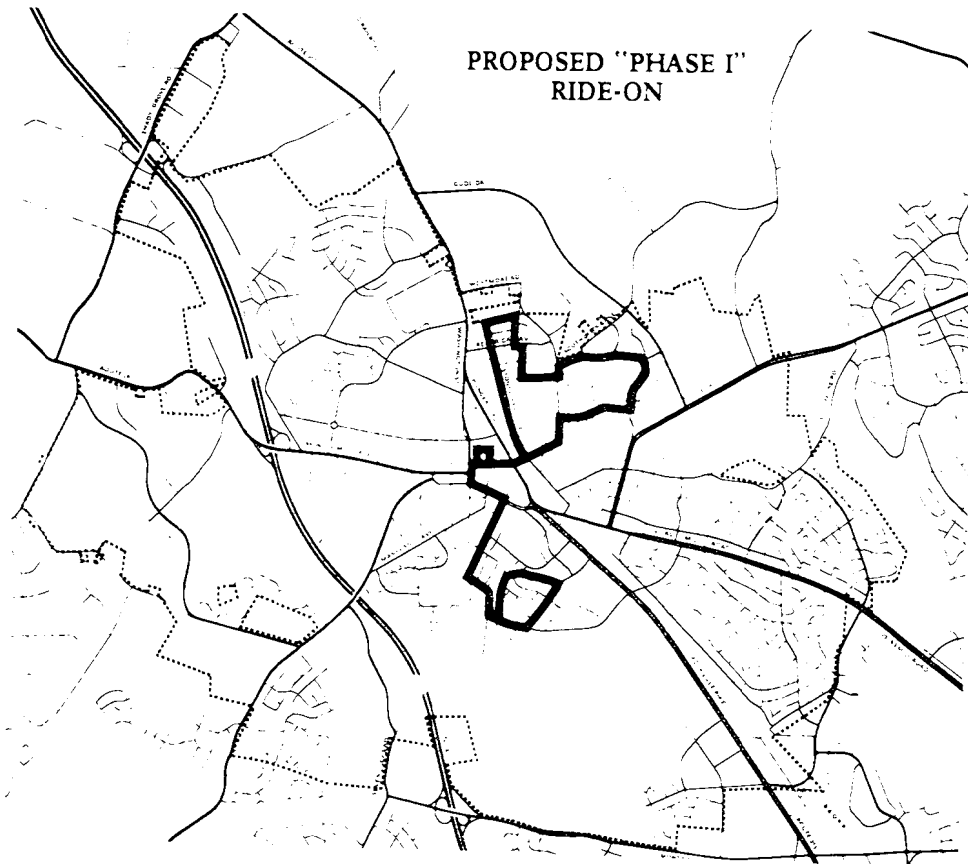
"Minibus" Service

"Ride-on" minibus service has been discussed by the City of Rockville and Montgomery County for the past several years. A route is proposed into the Croydon Park neighborhood. The County has committed itself to provide service in time for the opening of Metrorail service. This will allow a convenient inexpensive feeder system to Metrorail or Metrobus transit.



The City of Rockville has proposed the following route, subject to modification based on the number and location of users. This system is recommended for implementation as soon as possible, and should be operating before Metrorail service begins.^{2/}

MAP 5



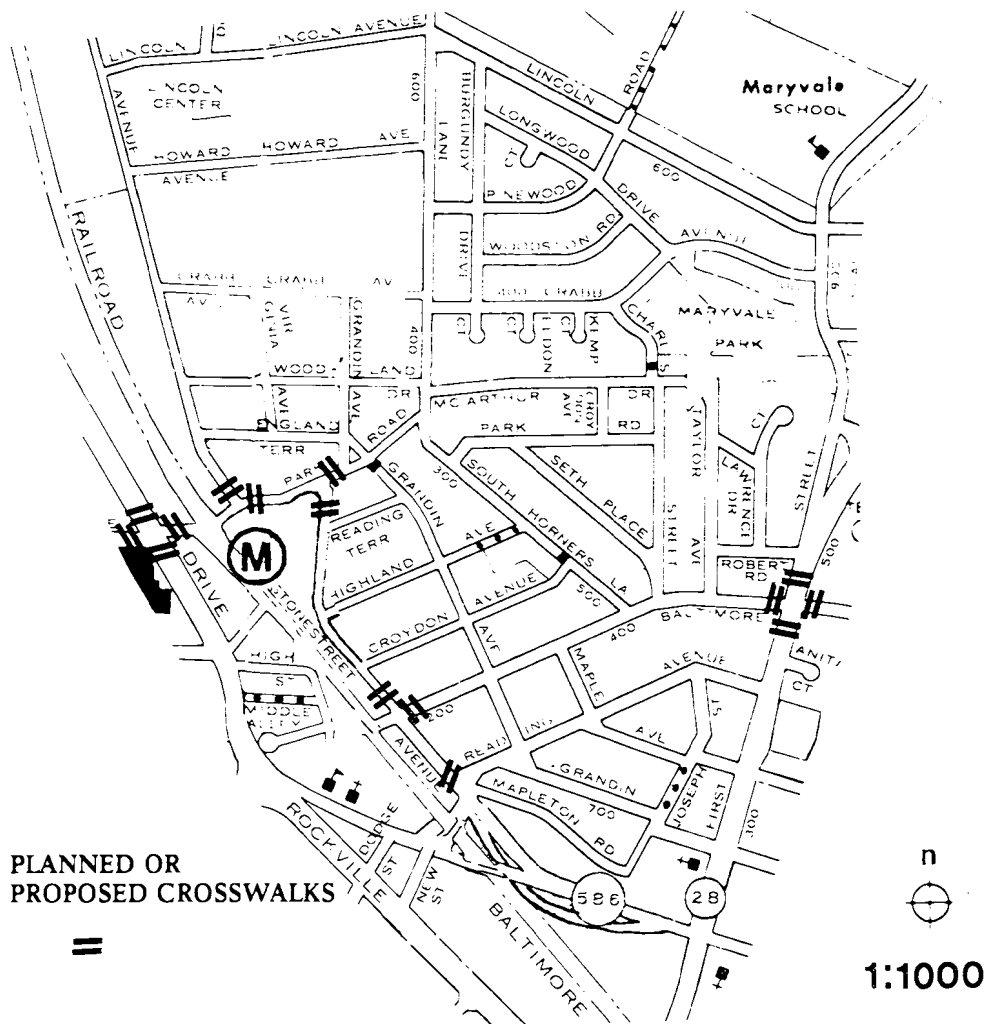
^{2/} A Proposal to Extend County Sponsored "Ride-on" Minibus Service to Rockville, Maryland, City of Rockville, Department of Planning, April, 1979, p. 17.

Pedestrian/Bikeway System

As more people choose alternatives to the automobile for commuting, provision for safe access by pedestrians and cyclists is imperative. Vehicle/ pedestrian conflicts must be minimized, especially in the vicinity of the Metrorail Station and access points to and from the downtown area.

One important way that pedestrian and cyclist safety can be improved is through judicious placement of crosswalks and related crosswalk signage. In the Croydon Park neighborhood there are three pedestrian related objectives to be achieved. These are safe entrance to and exit from the neighborhood,

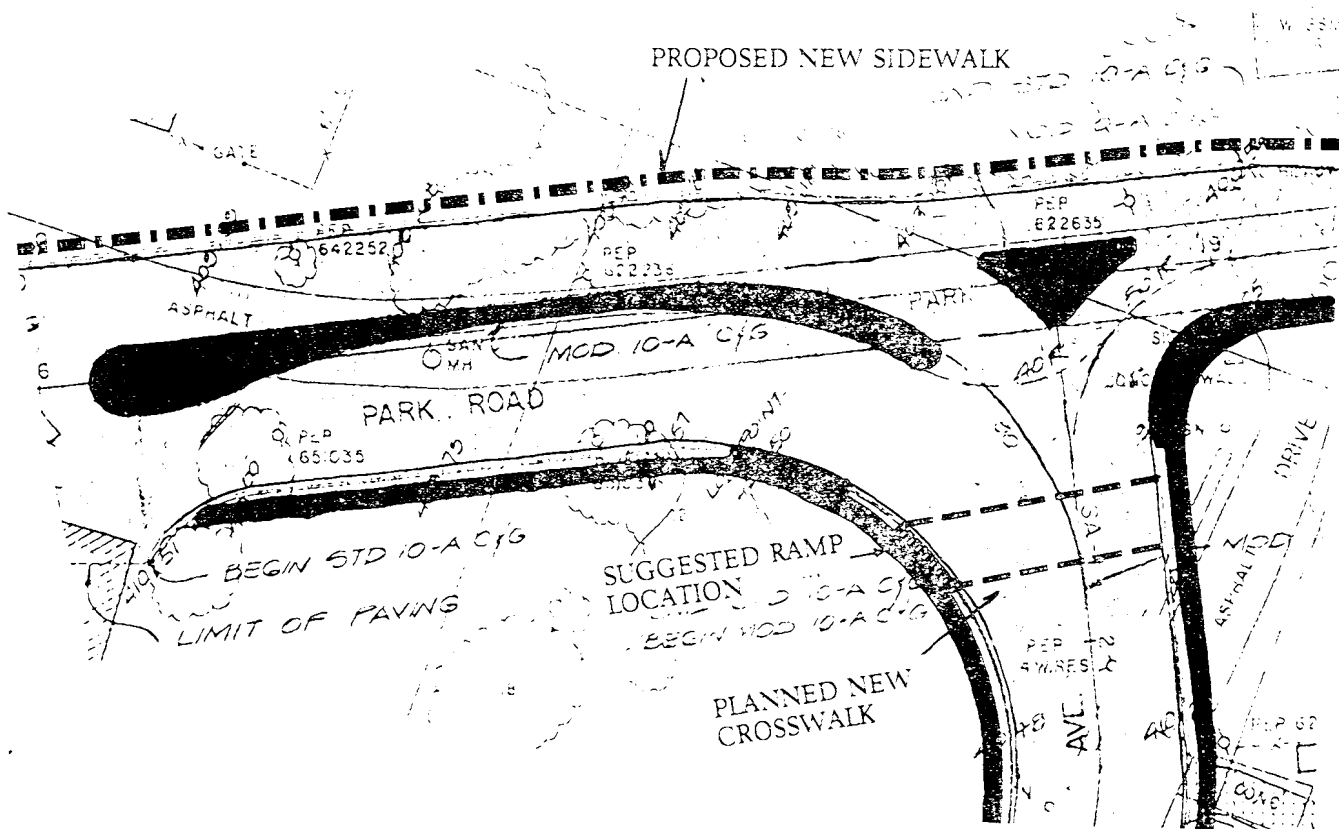
MAP 6



safe access to Metro, and safe school crossings. The preceding map indicates the location where crosswalks are needed. The intersection at Route 28 and Baltimore Road permits access to the convenience shopping area and also serves as a school crossing to Lone Oak Elementary School. This is a difficult crossing, but it does have a light. The Stonestreet Avenue and Reading Avenue crossing is an important future crossing for students to St. Mary's School across the New Street bridge. Traffic flow at this point may be significant enough to require a pedestrian actuated signal or a crossing guard during school hours. The Park Road and Stonestreet Avenue locations permit access to the Metrorail Station as well as linkages to downtown Rockville. The Park Road/Hungerford Drive intersection is an "at grade" crossing which supplements the pedestrian bridge from the Metro mezzanine. Bikeways proposed provide important linkages to routes outside the planning area and are in overall consistency with City and County bikeway plans.

FIGURE 3

Park Rd. & Stonestreet Ave. Intersection

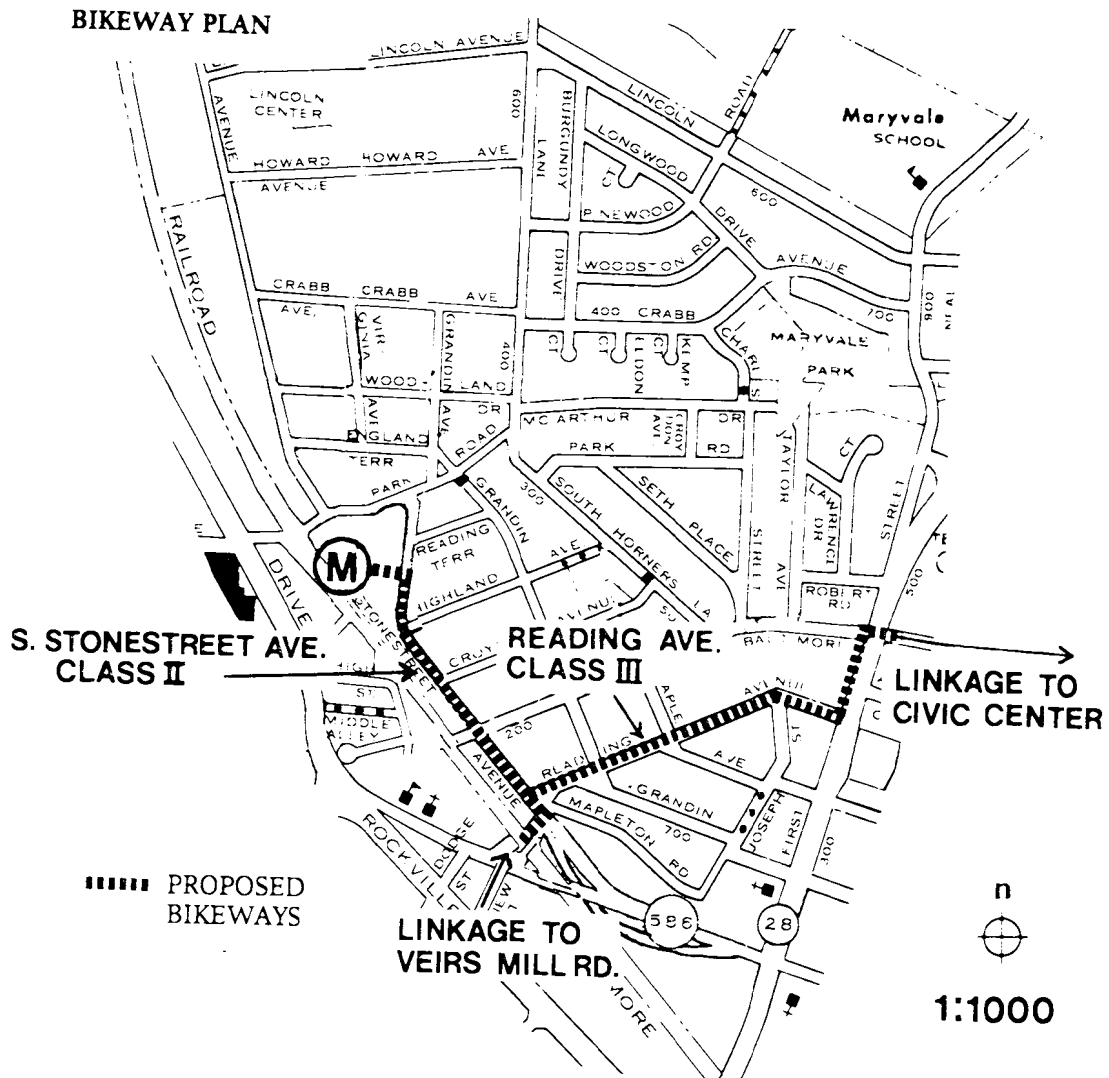


As indicated in Figure 3, a few sidewalks should be added to ensure safety and convenience, particularly along the north side of Park Road between North Stonestreet Avenue and South Stonestreet Avenue. This segment is important in permitting access by residents to the downtown area (without requiring passage through the Metro service area) and improved access for customers of the North Stonestreet Avenue business area. The other street segment where sidewalks will be included is along South Stonestreet Avenue between Baltimore Road and Reading Avenue. This will occur at the time of the South Stonestreet improvement by the City, anticipated in Fall, 1982.

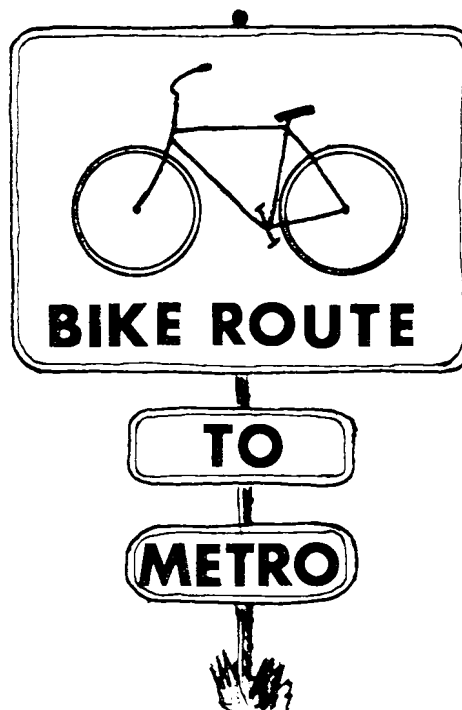
The advent of the new Metrorail Station in the Croydon Park neighborhood provides a focal point for design of safe and efficient bicycle routes to assist commuters. The development of the proposed route is based upon specific criteria for safety and responds to the needs of residence of Croydon Park and the City. (This proposal is in conformance with City and County bikeway plans as shown in Appendix A3-2).

The safety of the proposed route was the primary consideration. This required assessment of anticipated volumes of traffic on roads within the community, as well as the availability of on-street and off-street parking for residents. Secondly, the efficiency of the route was examined; it is important to provide the most direct route physically possible. The third consideration was cost; different classes of bike routes have varying prices. Fourthly, the comprehensive nature of the system was analyzed from a City-wide standpoint. It is anticipated that the Metrorail Station will attract cyclists from outside the Croydon Park neighborhood. To accommodate City residents commuting from other neighborhoods, linkages to the neighborhood edge are shown.

MAP 7



Bicycle traveling facilities can be divided into three classes of bikeways based upon the degree of separation of the bicycle and the motor vehicle. A Class I facility, a Bike Path or Trail, provides for an exclusive right-of-way, thereby reducing or eliminating confrontation between bicycle and motor vehicles. Although the safety factor is maximized, highest construction costs are associated with a Class I route. Its use may be limited in urban areas where there is great competition for space.



A Class II facility, or Bike Lane, allows for semi-exclusive use of a street or sidewalk. It would be located between the right hand travel lane of cars and the edge of the curb, or between the right hand travel lane of cars and a row of parked cars. In either situation, bicycles have exclusive right-of-way in this area, except where motor vehicles must cross at intersections, park or enter and leave a driveway. The separation between motor vehicles and bicycles is less than would be found with a Class I route. However, the cost of construction would be significantly lower.

Class III designates any Bike Route. A right-of-way is shared by bicyclists and motor vehicles, marked by signs only. The signage cautions motorists that cyclists may be present. Although this option is less safe than Classes I or II, the cost factor is minimized. In heavily developed area, a Class III system may be the only one possible. It may also be used to link existing or future Class I bikeways where such a connection could not otherwise occur.

RECOMMENDATIONS

1. Peripheral regulatory controls should be located at points of significant non-resident pass-through traffic.

The transit impact areas (as defined on Map 2) should be signed with "NO RIGHT TURN 7:00-9:00 A.M." at Charles Street, South Horners Lane and Grandin Avenue to respond to the morning rush hour. Signage should be in place by the opening of Metrorail service or sooner by petitioned block request. Southbound Stonestreet Avenue will require a similar treatment for the evening rush hour. "NO LEFT TURN 4:00-6:00 P.M." signs should be placed at Highland and Croydon Avenues along South Stonestreet Avenue.

2. Change Reading Terrace to a one-way street emptying into South Stonestreet Avenue at least one month before Metrorail service begins.
3. Promote public awareness of the City's willingness to make curbcuts for driveways at a modest cost.
4. Add a sidewalk on the north side of Park Road between North Stonestreet and South Stonestreet Avenues.
5. Insure adequate provision of crosswalks and/or pedestrian actuated signals as indicated in the text, and on Map 6 for pedestrian and cyclist safety.
6. Implement a permit parking program covering the entire Croydon Park neighborhood planning areas as indicated on Map 3. Permit parking should be considered for the entire planning area at the first request made by a block of residents within the planning areas, but no later than one month prior to Metro's opening. Action on this program would otherwise be in conformance with Ordinance No. 40-79. Blocks within the permit parking area choosing not to be part of the program should especially request this at the time of implementation. A limited block by block parking program request would only force the problem from one area to the next as commuters choose to walk increasing distances up to an estimated 3/4 mile, and should be avoided.
7. The City should continue efforts to establish "Ride-on" minibus service for Croydon Park and the City prior to the opening of Metrorail service.
8. The defined "Transit Impact Area," as shown on Map 2, should be treated as a unique "cell" within the Croydon Park neighborhood area for purposes of traffic analysis and protection of the entire neighborhood.

9. Parking on one side only should be considered where two-thirds of any given block requests this restriction by petition (in the same manner as the existing Permit Parking Ordinance 40-79). This allows individual blocks to implement a specific solution to a limited problem.
10. The Bikeway Propoosal discussssed in the text and shown on Map 7 should be implemented by the Fall of 1983. A detailed description of the suggested route appears in Appendix 2, followed by suggested locations for signage in Appendix 3.
11. Study the intersection of Reading and Stonestreet Avenues to determine if traffic controls will be necessary after installation of the ramp from Veirs Mill Road.
12. Recommend to Washington Metropolitan Area Transit Authority that it place high visibility signs at locations on Route 355 and the Veirs Mill ramps to indicate the full parking lot on Stonestreet Avenue side and redirect to parking alternatives, prior to the opening of the Metro facility.

COMMUNITY SERVICES AND FACILITIES



COMMUNITY SERVICES AND FACILITIES

INTRODUCTION

The City of Rockville is responsible for most public services and facilities within the City limits. The City supplies everything from water to recreation programs. Responsibilities for some services are shared, such as police and social services. Others are solely furnished by Montgomery County, including education, fire/rescue and libraries.

Most services in the Community Services and Facilities element are provided at a City-wide level and will be discussed in a general fashion. First, an inventory of existing facilities is listed, followed by a discussion of future and proposed facilities. Then, community services are described and evaluated.

POLICIES

8. Establish a regular meeting with the Planning Commission for planning liaison on issues affecting the Croydon Park Area.
9. Provide Croydon Park Neighborhood Planning Area with the best possible community services and maintain high quality in all facilities within the neighborhood boundaries.

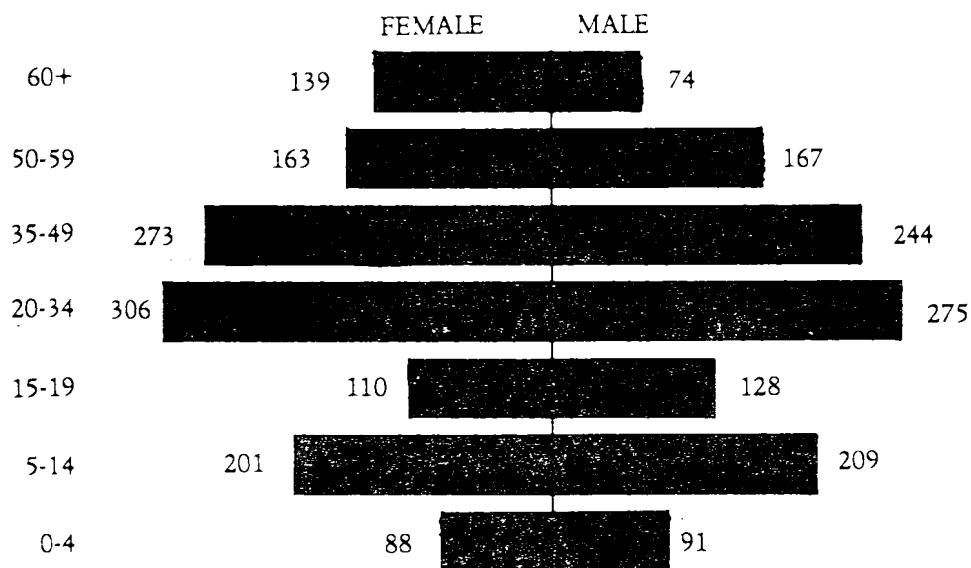
GUIDELINES

1. Provide responsive service to all City residents.
2. Continue stringent maintenance programs for all public facilities to ensure the best possible condition of all City structures.
3. Encourage other government agencies providing services within the City to maintain the highest possible standards at all times.

Identifying a client population is an important part of supplying any services. In the Croydon Park neighborhood there are several interesting characteristics exhibited by the population breakdown. Consider two important age groups within the population; those over sixty and children four years of age and under. The typical City-wide norm for seniors as a percentage of the population is 12.8 percent. Subarea I, which includes Croydon Park subdivision and England's Second Addition shows the highest portion at 13 percent, with Maryvale subdivision lowest at 4.1 percent. This indicates that services for this area should focus on Subarea I for maximum effect, although the entire area must be considered. Not surprisingly, the 0-4 age group is lowest in Subarea I, while the Rockville Park subdivision in Subarea 4 has 9.4 percent children. The City-wide norm for children is currently estimated as 6.85 percent of the population. Child-related services should concentrate on this area over the next few years.

The diagram below shows the distribution of people by age and sex for the entire neighborhood. For more details, refer to Appendix 7, which includes a complete breakdown by subdivision.

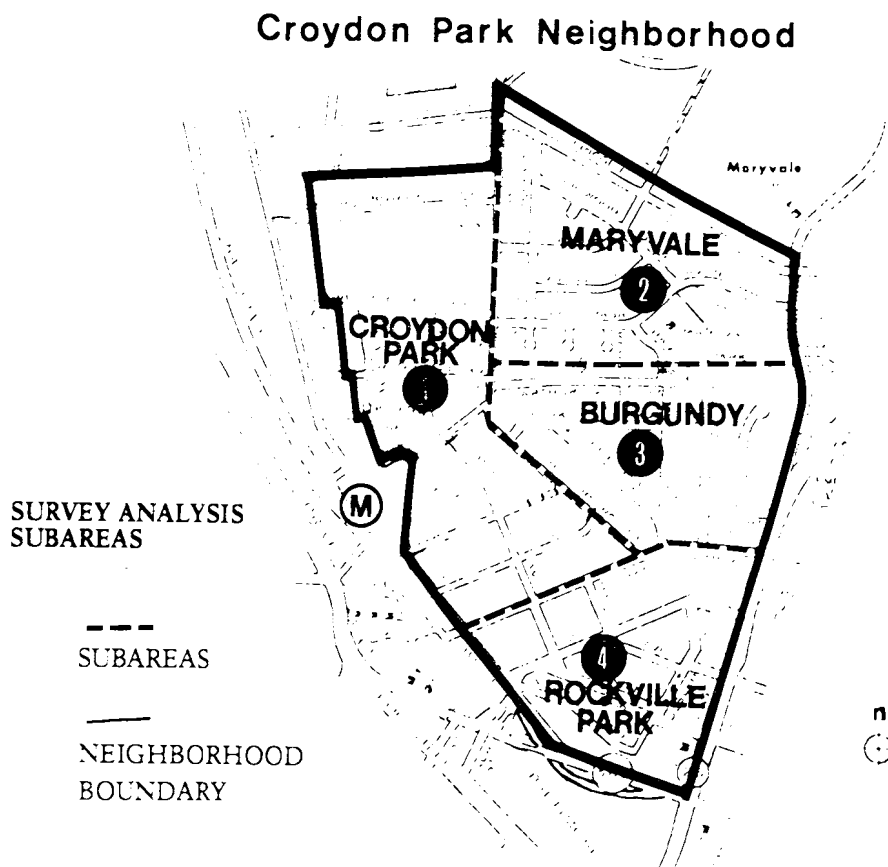
AGE PYRAMID FOR CROYDON PARK NEIGHBORHOOD



*AS ESTIMATED BY THE CITY OF ROCKVILLE PLANNING DEPARTMENT FROM SURVEY DATA IN FALL, 1980. DETAIL APPEARS IN APPENDIX BY SUBDIVISION.

The Croydon Park population is currently estimated at 2,468 based on a Fall, 1980, neighborhood survey and preliminary census counts. This is a significant decline over 1970, although the new level can be expected to stabilize as children of the 1950's baby boom begin families of their own.

It would appear that City programs, at least for the next few years should focus on adults as much as children. Emphasis on programs for seniors over sixty should focus on the Croydon Park Subdivision for the greatest impact. In the short run, programs for youth should focus on the Maryvale (Subarea 2) and Rockville Park Subdivision (Subarea 4). Appendix 7 should be referred to for a more detailed age group breakdown.



EXISTING FACILITIES

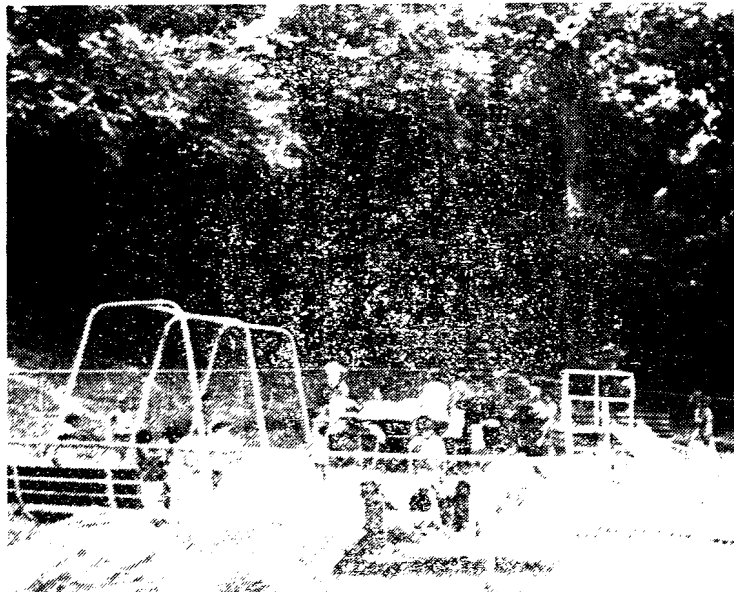
Facilities within the community are not run exclusively by the City of Rockville. The Montgomery County Board of Education's neighborhood school program plays an important role. Several other County owned facilities

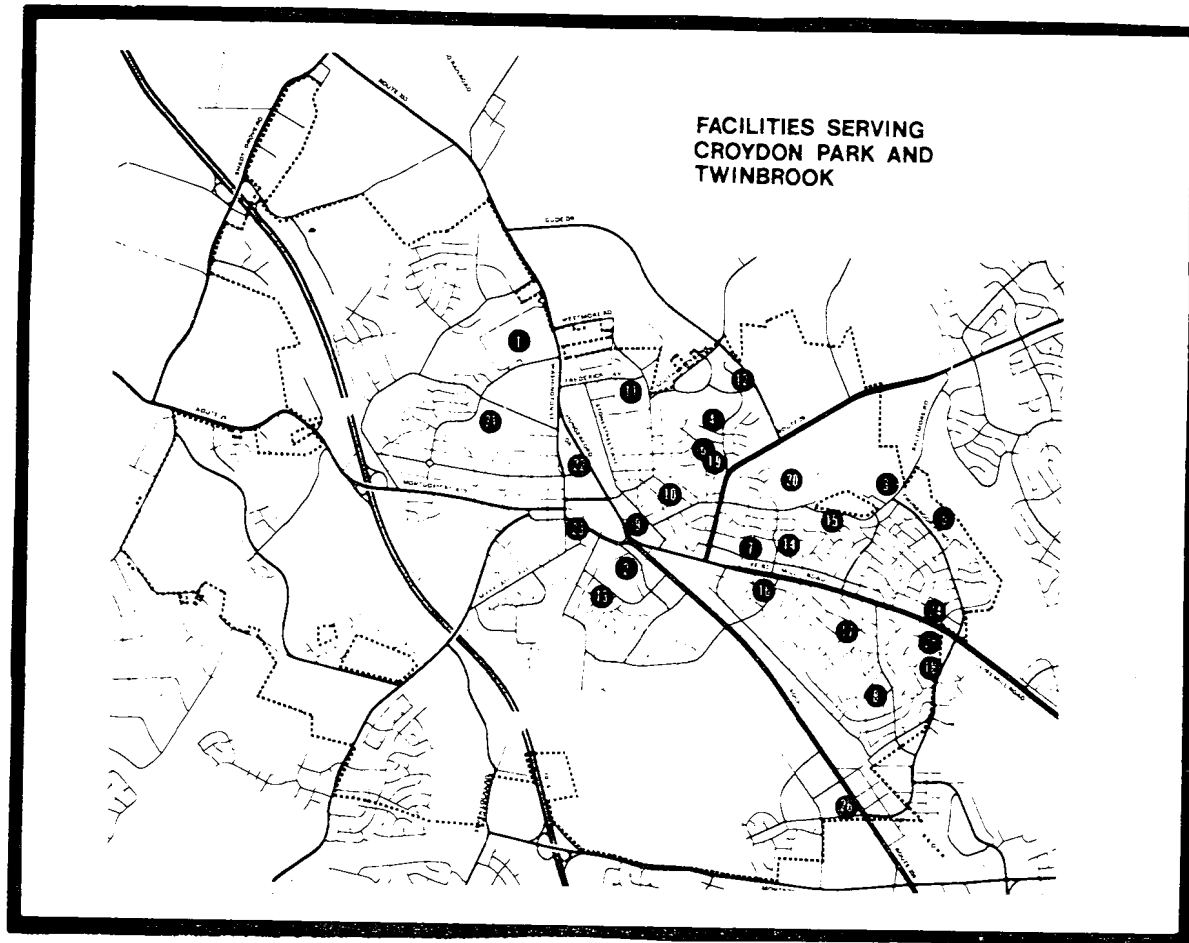
serve the neighborhood, including fire/rescue departments and public libraries. In the City of Rockville, most facilities from parks to the Civic Center are owned and operated by the City of Rockville.

The public sector does not have a monopoly on provision of services and facilities. There are private schools, churches and even swimming pools which offer a wide range of opportunities for the residents of Rockville. The following map and accompanying list of facilities attempt to identify most of the facilities which directly serve the Croydon Park neighborhood.

Survey results identify the Rockville Civic Center as the facility most used by Croydon Park residents responding to the survey. Over 49 percent of the neighborhood visits the Civic Center grounds occasionally. Only 33 percent of survey respondents are using the local Maryvale Park. Maryvale Subdivision is the strongest park user. A detailed breakdown of survey results is shown in Appendix 7.

A few special facilities are located within the Croydon Park neighborhood. The Pumphouse offers activities daily for seniors. The Pumphouse is also available to the public for meetings in the evening. A "tot lot" and basketball court are also located at this site.





LOCATION OF COMMUNITY FACILITIES
(Numbers Correspond to Accompanying Map)

Schools

1. Montgomery College
2. Richard Montgomery High School
3. Rockville High School
4. Maryvale Elementary School (formerly Southlawn)
5. Edwin W. Broome Jr. High School
6. Old Maryvale School
7. Lone Oak Elementary School
8. Twinbrook Elementary School
9. St. Mary's Private School

Parks

10. Pumpnouse
11. Lincoln Park
12. Northeast Park
13. Elwood Smith Park
14. Silver Rock Park
15. Calvin Park
16. Hillcrest Park
17. Rockcrest Park
18. Twinbrook Park and Teen Center
19. Maryvale Park
20. Rockville Civic Center

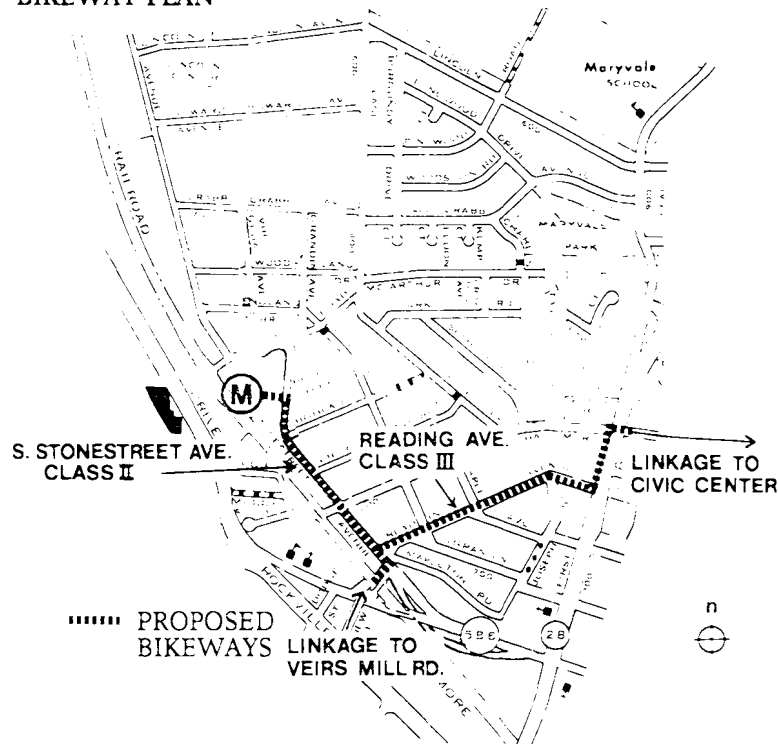
Other Facilities

21. Rockville Municipal Swimming Center/Welsh Park
22. Volunteer Fire Department - Company 3 - Hungerford Station
23. Rockville Public Library
24. Twinbrook Public Library
25. Twinbrook Neighborhood Swimming Pool
26. Volunteer Fire Department - Company 23

FUTURE AND PROPOSED FACILITIES

The only new project required in the Croydon Park neighborhood is the signing of the proposed pedestrian/bikeway system. A detail description of this proposal can be found in the "Circulation Element" of this plan. Metro will have bike lock-ups for this purpose at the Metrorail entrance. Suggested guidelines are set forth in an appendix for appropriate development of all bike paths.

BIKEWAY PLAN



Another important concern expressed by neighborhood residents was about the Maryvale School. The old Maryvale School borders existing Maryvale Park and is recommended for an addition to the park after demolition of the building takes place. The old school has become a nuisance and eyesore to residents within the area. A letter of recommendation which was submitted to the Planning Commission in July, 1980, appears in the appendix.

SERVICES

Emergency Services

Police services within the City of Rockville are handled by two complementary forces, the City and Montgomery County police. In addition to law enforcement activities, the City police force is responsible for park security, animal control, traffic control, and burglary prevention. In addition, the City Police Department operates a special juvenile program for first time offenders under eighteen called the "Alternative Services Program."

The Croydon Park neighborhood is within one of two police "beats." These special service areas describe what areas patrol cars will circulate. Each beat is patrolled by both City and County officers. The City and County police have a good relationship, recently demonstrated through the extension of "911" emergency dispatch system to include the City of Rockville Police Department.

Three important issues surfaced in the Croydon Park neighborhood when evaluating police services. The immediate concern deals with police visibility within the neighborhood. Many local residents claim they would not recognize a City police car if they saw one. Therefore, it seems necessary that some way of increasing police visibility within neighborhoods is perceived as necessary. The other two concerns deal with the future impact of Metro. Metro service will impact the surrounding neighborhood in a very direct way as described in the "Circulation Element - Parking Management" section. Parking in the Croydon Park area is a serious concern for residents since many streets are narrow and many do not have off-street parking. A more complete discussion can be found in the "Circulation Element." If a permit parking system is implemented, as it already has been in some locations, it is necessary that effective enforcement accompany proper signing to smooth implementation. It is important for the Police Chief to have adequate staff to monitor permit parking areas as they expand at the time of Metro's opening. Surveillance on the Metro site is also a consideration for the other Metro related enforcement issue. City and County police are responsible for policing the Metro parking areas against all crime. Adequate staff must be available for frequent surveillance of the parking areas and immediately surrounding walkways.

Fire/rescue services are provided as part of the Montgomery County service program. The Croydon Park neighborhood is served by two volunteer departments: Company 3 at Hungerford Drive and Company 23 on Rollins Avenue. Emergency service responds to approximately 3,500 calls annually. They are prepared for the future with equipment more than adequate to serve both the Rockville and Twinbrook Metrorail Stations.

An important component of any emergency service discussion is provision of sufficient hospital services to aid the community. Rockville is fortunate to be served by the following hospitals in the area:

1. Holy Cross Hospital, Silver Spring
2. Suburban Hospital, Bethesda
3. Washington Adventist Hospital, Takoma Park
4. Montgomery General Hospital, Olney
5. Shady Grove Adventist Hospital, Rockville

The Rockville Community Clinic, Incorporated, provides low-cost medical and mental health services, free legal counsel and auxillary health care to the community.

Community Resources

This service is operated solely through the City of Rockville for City residents. Various programs under Community Resources include Youth Services, the Rockville Free Clinic, Human Rights, Special Services, Senior Citizen Services and the Lincoln Park Community Center. The Recreation and Parks Department offers eleven senior clubs and provides senior socials, sports, exercise and various recreation programs.

An example of services available under the seniors program are "Mail Alert," "Vial of Life," "Good Neighbor Program," and "Sunday Dinner Program," to name a few. No specific recommendations have been suggested for this service area.

Public Works

The Public Works Department is involved in engineering, water and sewer utilities, street construction, streetlighting, street maintenance, vehicle maintenance, refuse collection, and storm water management. The City has its own water treatment and distribution plant which serves all of the Croydon Park neighborhood.

The only concern expressed about the public works program was to request a strong promotion of the City's willingness to make curbcuts for driveways at a modest cost. Citizen awareness of such programs is thought to be limited at this time.

It should be noted that this department will be responsible for placement of traffic control signs discussed in the "Circulation Element." This does not include bikeway/pedestrian signing.

Parks and Recreation and Open Space

The Department of Recreation and Parks includes recreation programs, classes, special events, arts, senior citizen programs, right-of-way and parks maintenance, park development, municipal building maintenance, Civic Center Complex, Municipal Swim Center, and the Redgate Municipal Golf Course.

A wide range of City-wide activities and programs are offered by the City Recreation and Parks Department, including "Street 70" plays, civic ballet productions to special kindergarden activity programs which combine recreation and learning. Of special interest to Croydon Park residents is a seniors program located at the Pumphouse to serve the community.

The only concerns elaborated by residents of the area have been over park maintenance, particularly the portion of Maryvale Park bordered by homes. Special attention to the stream valley park area is necessary to ensure safety cleanliness, and to present a good appearance for all residents of the City.

The Parks Department is responsible for the signing of the of pedestrian path to Metro as proposed in the "Circulation Element."

Licenses and Inspection

Licenses and Inspection is part of the Community Development and Housing Assistance Department. The Licenses Division handles all building permits and enforces housing and zoning code enforcement. Licenses runs such programs as the "Community Enhancement Program" and "Free Paint Program." These are reviewed in the "Land Use Element" of the plan.

Planning

Department of Planning activities include long-range planning preparation and updating of the City General Plan, such as the "Neighborhood Plan," zoning administration and development review, subdivision control, historic preservation, transportation and capital improvement planning.

The Planning Department should monitor the Croydon Park neighborhood for impacts on the area, especially impacts related to the opening of Metro. The review should occur continuously once the plan is adopted. This plan should be reviewed with members of the neighborhood after the opening of Metro.

The neighborhood civic organization should be recognized as a continuing body able to advise the Planning Commission on matters directly involving the Croydon Park neighborhood as a unique area within the City. The Planning Commission will hold a bi-annual meeting to study emerging problems and consider opportunities for the neighborhood, including examination of circulation issues.

RECOMMENDATIONS

1. The old Maryvale School should be razed and the land added to the existing Maryvale Park. It is further suggested that the existing parking be retained and shrubs reused. This area should be added to the City parks inventory for regular maintenance.
2. It is important to the neighborhood that the police force make every effort to increase its visibility within the neighborhood.
3. When Metro service begins, extra police staff may be needed to monitor permit parking areas and maintain special surveillance of Metro parking lots and the immediate surrounding neighborhood. It is requested that the Police Chief determine any additional staffing requirements and publicize this information by 1983.
4. The Public Works Department should have regular publicity campaigns to inform residents about its driveway "Curb-cut" program. This is especially critical in areas like the Croydon Park neighborhood.
5. A strong park maintenance program is necessary in Maryvale Park where residences back up onto park property and dumping occurs. Strong enforcement of dumping regulations is necessary. Neighborhood cooperation is essential in aiding the Recreation and Parks Department to do their job.
6. The Licenses and Inspection Division is encouraged to continue promotion of the Free Paint and Community Enhancement Programs in the future.
7. The Planning Commission will hold a bi-annual meeting to study emerging problems and consider new opportunities for the neighborhood, including examination of circulation issues.

APPENDICES

APPENDIX 1

Housing Policy for Montgomery County, Maryland

Housing Development Close to Metro

The development of the areas surrounding Metrorail stations presents a major opportunity for Montgomery County. The creation and enhancement of attractive, vital urban communities around this transportation resource must be assured.

Commercial uses command higher land values and provide greater returns than residential uses. The current development trend for areas adjacent to Metro stations emphasizes commercial development. Continuation of this trend may result in a lack of diversity in the transit impact areas. This would be inefficient from the standpoint of providing housing close to job opportunities and transportation.

Realistic goals for housing production and appropriate incentives should be prepared to increase the amount of housing likely to be developed within transit impact areas without intensifying the use of these areas.

Preservation of the Existing Housing Supply

A major housing resource affordable to persons of low and moderate income is the existing housing in the urbanized areas. Older, single-family homes are frequently occupied by long-time County residents of moderate means. Government-sponsored rehabilitation loans can assist these families in maintaining their homes and hence in preserving their neighborhoods. However, the units themselves are destined to disappear from the moderate-income housing supply at resale, due to current market forces.

The County has a Single-Family Rehabilitation Program which annually provides assistance to about 60-75 households and makes loans with a total value of approximately \$750,000. The program is funded from a variety of federal, state, and local sources. This program should continue at its present level.

Much of the older rental housing is nearing the end of its useful life and is subject to change through redevelopment or rehabilitation. This housing is steadily disappearing through conversion to condominium ownership. Condominium conversion can upgrade neighborhoods through rehabilitation, which increases property values and owner occupancy. However, conversion may result in serious social disruption by displacing households least able to compete for housing and by increasing housing costs over earlier levels. This phenomenon also constrains the supply of affordable rental housing and increases overall housing costs.

In November 1979, the County's Condominium Conversion/Housing Production Program was released. Since then, the government has moved steadily forward to implement all aspects of this program. This activity must remain a priority of the government.

Empty-Nester Housing

Few down-County housing opportunities are available to empty-nesters who might wish to vacate their single-family residences. As the supply of affordable ownership or rental opportunities at locations convenient to the elderly diminishes, overall mobility in the marketplace also decreases. This results in a reduction in choice for households of all age groups and an increasing mismatch between housing needs and actual utilization. More empty-nester housing is needed.

Housing Development in the Transit Impact Areas

The balanced development of Montgomery County areas that are in close proximity to the sites of present and future Metro stations presents both a prime opportunity and a major responsibility to the County's elected officials. Much has been done to prepare for the long-awaited arrival of this transportation resource. Master Plans have been amended, sector plans adopted and new zones devised. The allowance for high density development in some of these areas, particularly in Central Business Districts, has already in a large part been accomplished.

Although housing is both permitted and encouraged in these areas, available information indicates that little has been or will be constructed. The most significant reason for this trend appears to be the higher economic return that can be realized from the development of commercial and office rental space. Obviously this is not a purely local problem but one that is national in scope. Additional obstacles to housing development may be presented by the requirements imposed by the MPDU law, the fear of future imposition of rent control, and the parking requirements associated with construction of residential units with the parking districts.

The possibility of housing production failure in these areas is a matter of serious concern to the County. New housing represents a vital and attractive use that is essential for the best utilization of the transit facility. The location of housing in these areas will provide for pedestrian access to Metro and to the variety of business, governmental, and commercial establishments present in these areas. Additionally, housing will bring people into these areas during non-business hours. Without housing, these areas may be only business and commercial centers--vital, congested, and active during the day, but deserted at night. The experience in Rosslyn, Virginia, or the K Street corridor in downtown Washington indicates that a better mix of activities should be attempted.

Adaptations to Single-Family Homes

The number of members in a household, the ages, and the number of generations included change over time. The typical American family of the 1950s and 1960s was seen as a mother, a father and their three growing children. Such a view is a snapshot of a particular moment in the life of a family.

When family size changed in the 1950s and 1960s, there was greater mobility in the housing market and many families opted to move to larger or smaller units as conditions demanded. Another choice available then, as now, was to adapt the dwelling by finishing basements, attics, or screened porches to add additional living spaces.

As the ability to move is reduced through high purchase and interest costs and instability in the rental market, more and more families will look to the adaptation of their current living spaces. Two trends have been particularly notable in recent years. Grown children, who cannot afford independent living at today's high housing costs, stay at home longer. Similarly, older parents move in with their grown children or make room in their own home for children and their families.

When two or more generations of adult family members find themselves living together by choice or by necessity, they may choose to adapt their dwelling to accommodate the varying needs of the different generations. Such adaptations are now permitted within the definition of single-family housing in the Zoning Ordinance, which restricts occupancy to directly related individuals or five or fewer unrelated individuals.

The government now issues building permits for such adaptations, including the provision of a second kitchen to respond to special family needs. However, care must be taken to assure that the principle of single-family occupancy is maintained. Dwelling units which have been adapted present special problems at resale. The revision of the housing code now in progress should provide a means of assuring adherence to the occupancy provisions of the Zoning Ordinance.

Empty-Nester Housing

Production of housing for older persons should not be limited to developments providing large subsidy through Sections 8/202 and limited to persons 62 years of age and older. Housing for empty-nesters whose incomes exceed 80 percent of the Metropolitan area's median income and who may not yet be 62 is needed if greater mobility in the housing market is to be achieved. Production of housing to serve the needs of this population should be encouraged by using a variety of public and private resources such as Opportunity Housing sponsored by HOC, the Planned Retirement Community Zone and the development of condominium or cooperative projects for the elderly.

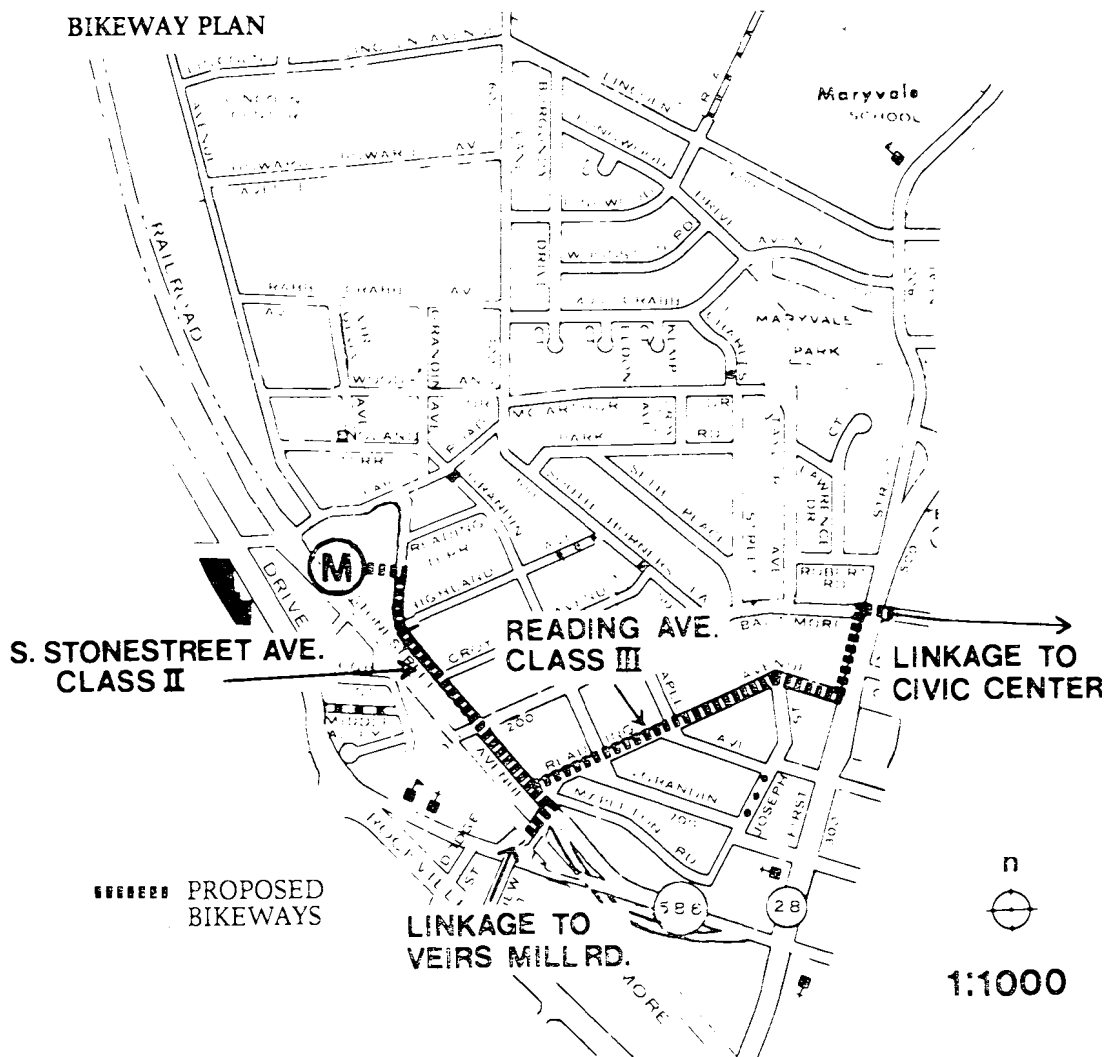
Source: Montgomery County government. Housing Policy for Montgomery County, Maryland. Executive's Recommended Draft June 1980. Rockville, Md. Dept. of Housing and Community Development (as referenced in Land Use Element).

APPENDIX 2

Proposed Croydon Park Bike Route

What follows is a detailed description of the bike route proposed on Map 7 in the Circulation Element. (From page , text)

A bicycle route will be established along Reading Avenue from First Street west to Stonestreet Avenue. Both sides of the street will be designated Class III routes. A bicycle route will be designated along Stonestreet Avenue from the foot of the New Street bridge, turning left up to the Metrorail Station. This particular route will link with the route proposed along Baltimore Road. It will be designated as a Class III route. Proper signage will be placed at selected intervals to formally acquaint both the motorist and the bicyclist with the designated route. Each location will have a sign with a bicycle painted white onto a green background, with the words "BIKE ROUTE" on it. Additional signs may also be affixed to it; all signs as well as their suggested location, are explained in Appendix 3.



APPENDIX 3

Recommended Locations for Bikeway Signing

<u>Location</u>	<u>Additional Sign(s)</u>	<u>Direction Sign Faces</u>
1. NW corner of Baltimore Road and First Street intersection.	a. Arrow pointing to left. b. Sign: "TO METRO"	East
2. NE corner of Reading Avenue and Stonestreet Avenue intersection.	a. Arrow to right	Northeast
3. On NE side of Stonestreet Avenue between Baltimore Road and Croydon Avenue, approximately 125 feet northwest of Baltimore Road and Stonestreet Avenue intersection.		Southeast
4. On NE side of Stonestreet Avenue, approximately 100 feet northwest of Highland Avenue.	a. Arrow to left b. Sign: "TO METRO"	South
5. On Southwest corner of Stonestreet Avenue and New Street intersection.	a. Arrow to left b. Sign: "METRO"	Southwest
6. On north side of Stonestreet Avenue between Reading Avenue and - Baltimore Road, approximately 125 feet from Reading Avenue and Stonestreet Avenue intersection.	a. Arrow pointing up	Southeast

Recommended Locations for Bikeway Signing (Continued)

<u>Location</u>	<u>Additional Sign(s)</u>	<u>Direction Sign Faces</u>
7. NW corner of Stonestreet Avenue and main Metro parking lot exit (between Highland Avenue and Reading Terrace).	a. Arrow to right	North
8. On SW side of Stonestreet Avenue between Baltimore Road and Reading Avenue, approximately 125 feet southwest of Baltimore Road and Stonestreet Avenue intersection.		Northwest
9. On SW corner of Stonestreet Avenue and Maple Avenue intersection.	a. Sign: "END"	North
10. On SE corner of Stonestreet Avenue and Baltimore Road intersection.	a. Arrow to right b. Sign: "TO METRO" c. Arrow pointing up	Southeast
11. On south side of Reading Avenue between Stonestreet Avenue and Grandin Avenue, approximately 125 feet east from Stonestreet Avenue and Reading Avenue intersection.		Southwest
12. SE corner of Reading Avenue and Maple Avenue intersection.		Southwest
13. SW corner of Reading Avenue and First Street intersection.	a. Sign: "END"	West

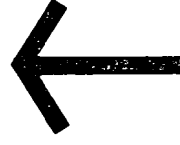
ROCKVILLE BIKEWAY

Bikeway Plan

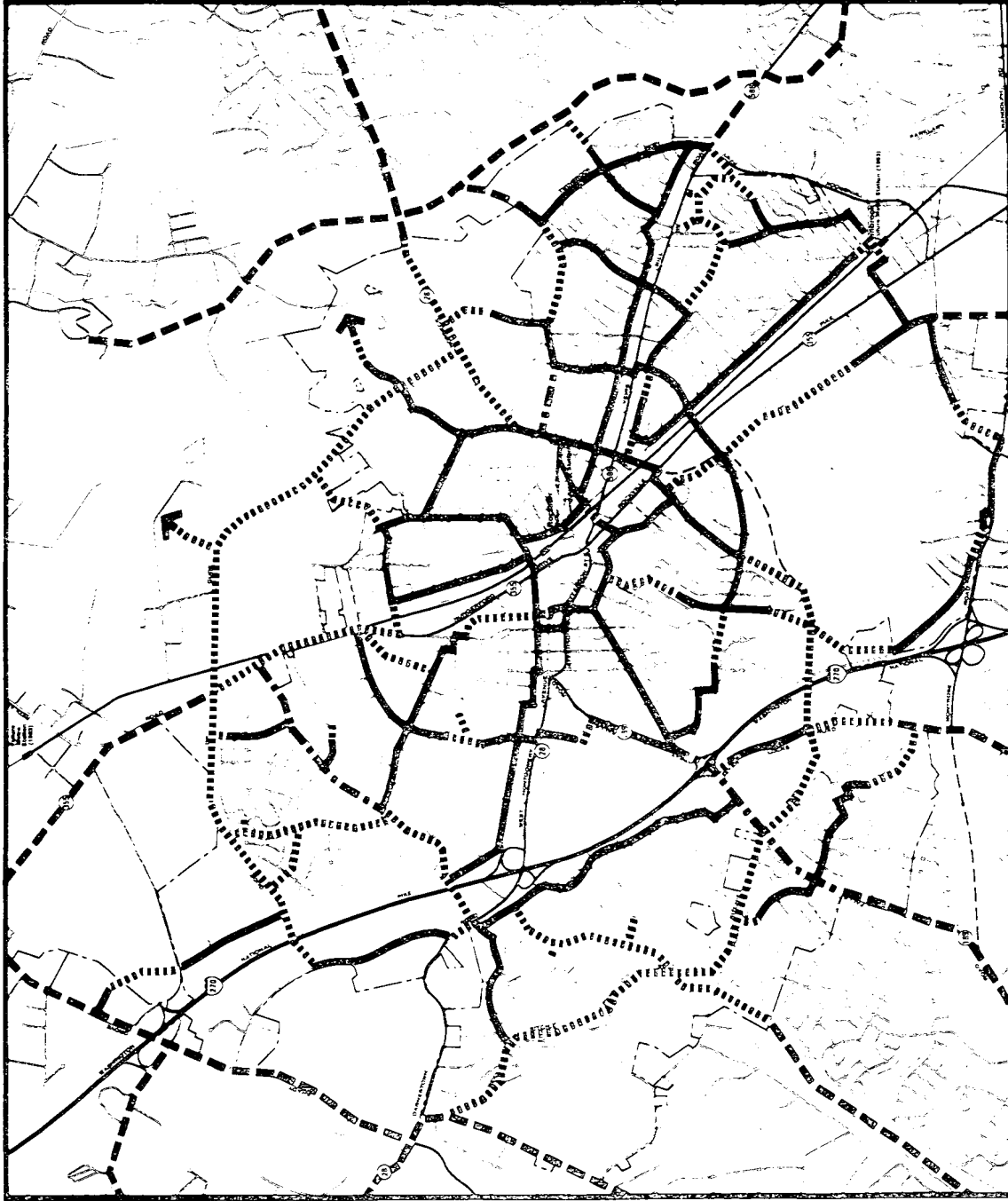
Legend:

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Other Jurisdictional Bikeway
- Corporate Limits

Scale
1" = 3200'



One Mile



This map is from the Rockville Bikeway Study currently being developed by the Department of Recreation and Parks and does not necessarily reflect the thinking of the Planning Commission.

City of Rockville
Department of
Recreation and Parks
August 1981

APPENDIX 4

Resolution No. 13-80

RESOLUTION: To establish a Permit
Parking District in
the Twinbrook Area
of Rockville.

WHEREAS, heretofore a petition has been presented to the Mayor and Council proposing a permit parking district in the Twinbrook Section of Rockville to include both sides of Halpine Road between Lewis Avenue and Ardennes Avenue, and the north side of Halpine Road between Ardennes Avenue and Pier Drive; both sides of Holland Road between Lewis Avenue and Ardennes Avenue; both sides of Ardennes Avenue between Halpine Road and Vandegrift Avenue; all of Alsace Lane and Pier Drive within the corporate limits of Rockville; and,

WHEREAS, prior to admitting such a district, the City has complied with all procedures set forth in the "Laws of Rockville" Chapter 11-1.01 A "Parking Permit Areas"; and,

WHEREAS, the petition before the Mayor and Council has been found to be valid; and,

WHEREAS, prior to the designation of this area as a parking permit area, the Mayor and Council conducted a public hearing on May 12, 1980; and,

WHEREAS, upon the findings of the said public hearing, the Mayor and Council is establishing parking restrictions for the area from the hours of 8 a.m. to 5 p.m., Monday through Friday only.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF ROCKVILLE, that a permit parking district is established in the Twinbrook Section of Rockville as follows: Halpine Road between Lewis Avenue and Ardennes Avenue; and the north side of Halpine Road between Ardennes Avenue and Pier Drive; both sides of Holland Road between Lewis Avenue and Ardennes Avenue; both sides of Ardennes Avenue between Halpine Road and Vandegrift Avenue; all of Alsace Lane and Pier Drive within the corporate limits of Rockville.

* * * * *

I hereby certify that the foregoing is a
true and correct copy of a Resolution passed
by the Mayor and Council of Rockville at its
meeting of June 9, 1980.

Helen M. Stenehan
City Clerk

APPENDIX 5

Bikeway Design Standards

Pavements:

Pavement should be smooth. Narrow slots that could catch bike wheels should not be greater than 1/2 inch for parallel cracks and not more than 3/4 inch for perpendicular. Ideally there should be no cracks or irregularities.

Signals:

At intersections with heavy bicycle travel, cyclists should be considered in the timing of the signal cycle, particularly in multi-lane intersections where the cyclist may not have sufficient time to cross. An all red clearance interval could be used for example. To check, use a bicycle speed of 10 MPH and a perception/reaction/braking time of 1.8 seconds.

Shoulders:

Pavement edge lines should be used rather than a surface texture technique. It should be at least 4 feet wide. Greater width should be considered if there is heavy truck, bus, or recreational vehicle traffic.

Wide Curb Lanes:

Fourteen foot width is desirable, 12 feet or wider is acceptable so that motorists do not need to change lanes to pass cyclists. Care must be taken to assure that the lane is not made dangerous by enabling two motor vehicles to operate in one lane.

Bike Routes:

The roadway width, along with traffic factors such as volume, type of traffic, parking conditions, and stopping sight distance ^{1/} should be considered when determining the feasibility of a bicycle route. Roadway improvements including safe drainage grades or gutter pans, railroad crossing, smooth pavements, curb cuts, and signals responsive to bicycles should always be considered before a roadway is identified as a bicycle route.

^{1/} Stopping sight distance is the distance a cyclist would travel from the point of first spotting an object to the point where the vehicle stops after break.

Bike Lanes:

Raised barriers and raised pavement markings represent a hazard to the cyclist and should only be used on bike path separate from roadways, and only if absolutely necessary. Bicycle lanes should always be one-way on one side of the roadway and flow in the same direction as adjacent vehicular traffic. Two-way bike lanes on one side of the roadway cause major accidents. 2/

There are three appropriate locations for bike lanes:

1. Urban Curbed Street/Parking Allowed:

Bike lanes should always be located between the parking area and automobile lane. Bike lane location between the parking area and curb presents potential risk from opening car doors and poor visibility, especially at intersections. The minimum width at this location should be five (5) feet with an additional one or two feet if traffic volume or parking turnover is substantial.

2. Urban Curbed Street/Parking Prohibited:

Bike lanes in this location should have a minimum width of four (4) feet with an additional one or two feet if a gutter pan exists. This is because cyclists do not generally ride in the gutter because of the possibility of debris, and to prevent bicycle peddle contact with the curb. However, frequent sweeping may be necessary if road debris presents a hazard.

3. Highway Without a Curb or Gutter:

Bike lanes located between the travel lane and shoulder should be at least four (4) feet wide. Additional widths should be considered if substantial truck or bus traffic is normal on that section of roadway.

Treatment of bikeways at intersections should be given special consideration. This should include appropriate signage and markings located to provide sufficient reaction time. Three turning maneuvers are particularly dangerous and should be recognized. They are: right turning motorists conflict with through cyclists; through motorist conflict with turning cyclist; and left turning motorists conflict with through cyclists.

2/ Federal Register, Vol. 45, No. 151, Monday August 4, 1980, Proposed Rules, p. 51724

Bike Paths:

Width and clearance - Two-way bike paths should be a minimum of eight (8) feet wide. One-way bike paths should be a minimum of five (5) feet wide. In some instances it may be necessary to increase the width to 10 or 12 feet because of substantial bicycle volume or shared use with joggers and other pedestrians, large maintenance vehicles or use where cyclists ride two abreast. In such cases, the Washington Area Bicyclist Association suggests a four foot lane width for each cyclist and a two foot width for each pedestrian to be accommodated at the same time. In addition, a two foot graded areas should be adjacent to both sides of the bike path pavement. However, where the bike path exceeds eight feet, the two foot graded areas may be reduced.

Bike paths should always be separated from the roadway to the maximum distance possible. When separation is minimal and clearance is less than five feet, a physical divider is acceptable. Such dividers may also be used to ameliorate problems of blinding caused by automobile headlights at night.

Vertical clearance should be at least eight feet.

Sidewalks:

Generally, sidewalks are not desirable for biking. However, in a few limited situations sidewalks may be acceptable. Where sidewalks have the characteristics of bike paths, and in residential areas where young children are the primary riders, the use of bicycles on sidewalks is admissible. Appropriate improvements, such as curb cuts, may be beneficial and advisable.

Design Speed:

Design speed depends on a variety of factors ranging from the type of bicycle and type of bike route to the physical condition of the cyclist and location of bike path. Bicycle paths should be designed for a selected speed that is at least as high as the preferred speed of the fastest riders.

BIBLIOGRAPHY

1. Federal Register, Department of Transportation, Federal Highway Administration: Proposed Rules, Vol. 45, No. 151. August 4, 1980.
2. Recreational Trails: Standards and Guidelines for their Design, Use, and Management. Metropolitan Washington Council of Governments, Washington, D. C., July 1972.
3. Master Plan of Bikeways, Montgomery County, Maryland. Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission. Silver Spring, Maryland. April 1980.

APPENDIX 6

Neighborhood Survey Methodology and Selected Results

In October 1980, a Neighborhood Perception Survey was distributed to households in the Twinbrook and Croydon Park neighborhoods, on behalf of the respective neighborhood planning advisory groups by the Department of Planning. In determining the sampling frame, each neighborhood was treated as an independent population; a 10% response rate was sought from each.

The Twinbrook neighborhood has approximately 1800 homes requiring responses from 180 households. To achieve this, 600 survey questionnaires were sent out; assuming a 30% response rate*, 180 were expected to be returned.

Croydon Park has approximately 800 homes, and therefore, 80 responses were desired. Two hundred and sixty-six questionnaires were mailed out because a response rate of 30% was expected to yield 80 returned surveys.

A systematic sampling procedure was incorporated. The first household to receive a survey was selected randomly, and then every third home in each neighborhood received a survey, ensuring an equal distribution of questionnaires throughout each neighborhood.

Eighty-seven percent of the residents responding are homeowners, suggesting neighborhoods of stable and committed citizens. The overwhelmingly high response rates from each neighborhood further demonstrates neighborhood support. A 38.6% rate of response from Twinbrook and 33.4% from Croydon Park, implies interest of local residents in their neighborhood 91.3% of the respondents from Twinbrook and 85.8% from Croydon Park "like there neighborhood" and are pleased with police, fire, recreational and street maintenance services provided.

Facilities such as the Rockville Civic Center, Twinbrook Park, and the Rockville library are most frequently used by Rockville residents of all ages. Shopping in downtown Rockville and at the Twinbrook Shopping Center are most convenient and attractive for the community.

Members of both Twinbrook and Croydon Park are anxiously awaiting the arrival of the new Metrorail Stations in their respective neighborhoods. Approximately three out of four respondents (76.3%) intend to use Metrorail service when it becomes available in 1983. When making comparisons between neighborhoods, the findings remain consistent: 73.8% of those surveyed from Twinbrook expect to use Metrorail; and a corresponding 73.5% from Croydon Park. Table 1 demonstrates according to neighborhood, and subdivision, the percentage of residents who expect to use Metrorail service.

*A 30% response rate is employed because it is statistically reasonable to expect that percentage of the population to respond.

WILL YOU USE METRORAIL SERVICE*
WHEN IT IS AVAILABLE IN 1983?

	<u>YES (%)</u>
<u>TWINBROOK NEIGHBORHOOD</u>	74.6%
Halpine Village	94.7
Rockland	73.5
Twinbrook	79.8
Rockcrest	66.4
 <u>CROYDON PARK NEIGHBORHOOD</u>	 73.7
Croydon Park	74.3
Maryvale	73.8
Burgundy	68.3
Rockville Park	79.3
 <u>SUBDIVISION AVERAGE</u>	 74.3

*Variation in summary totals due to statistical rounding.

TABLE 2
PERCENTAGE OF RECREATION FACILITY USERS BY SUBDIVISION

FACILITY	HALPINE VILLAGE % of Users	ROCKLAND % of Users	TWINBROOK % of Users	WILKCREST % of Users	CROYDON PARK % of Users	MARYVALE % of Users	BURGUNDY % of Users	ROCKVILLE PARK % of Users
Rockrest Park	0%	18.1%	21.9%	9.4%	---	---	---	---
Hillcrest Park	5.3	4.8	6.1	1.0	---	---	---	---
Twinbrook Park	63.2	37.3	53.5	9.8	---	---	---	---
Municipal Swimming Pool	31.6	21.7	16.7	6.8	40.0	19.0	26.8	44.8
Twinbrook Private Pool	51.6	19.3	38.6	0.5	---	---	---	---
Civic Center	57.9	43.4	43.0	4.5	40.0	54.8	39.0	68.9
Maryvale Park	---	---	---	---	14.3	52.4	43.9	17.2
Pumphouse	---	---	---	---	28.6	4.8	19.5	13.7
Maryvale Community School	---	---	---	---	14.3	26.2	9.8	17.2
Total Possible Users (in real numbers)	95	415	570	715	175	210	205	165

--- Indicates question not asked as part of survey to respective neighborhood.

* City of Rockville Planning Department, developed from survey data using SPSS computer model, January 1981.

APPENDIX 7

Population by Age and Sex for Subareas of the Croydon Park Neighborhood

Subarea	<u>Croydon Park 1/</u>		<u>Maryvale 2/</u>		<u>Burgundy 3/</u>		<u>Rockville Park 4/</u>		<u>Total Neighborhood</u>	
Sex	<u>F</u>	<u>M</u>	<u>F</u>	<u>M</u>	<u>F</u>	<u>M</u>	<u>F</u>	<u>M</u>	<u>F</u>	<u>M</u>
Age Groups										
60+	46	24	25	14	39	20	29	16	139	74
59-59	35	36	62	63	34	35	32	33	163	167
35-49	59	52	103	92	57	51	54	49	273	244
20-34	66	59	116	104	64	57	61	54	306	275
15-19	16	19	53	63	24	29	16	18	110	128
5-14	48	50	83	86	34	35	36	38	201	209
0-4	<u>14</u>	<u>14</u>	<u>34</u>	<u>35</u>	<u>18</u>	<u>19</u>	<u>22</u>	<u>23</u>	<u>88</u>	<u>91</u>
Subtotal	<u>284</u>	<u>+</u>	<u>254</u>	<u>476</u>	<u>+</u>	<u>457</u>	<u>270</u>	<u>+</u>	<u>246</u>	<u>250</u>
Total	538		933		516		481		2468	

* For purposes of evaluation these four subareas include several subdivisions each: 1) Croydon Park includes Croydon Park and England's Second Addition; 2) Maryvale = Maryvale subdivision only; 3) Burgundy = Burgundy Hills, Burgundy Village, Brown's Addition and Harriet Park; 4) Rockville Park = Janeta, Rockdale and Rockville Park subdivisions. Note map on following page.

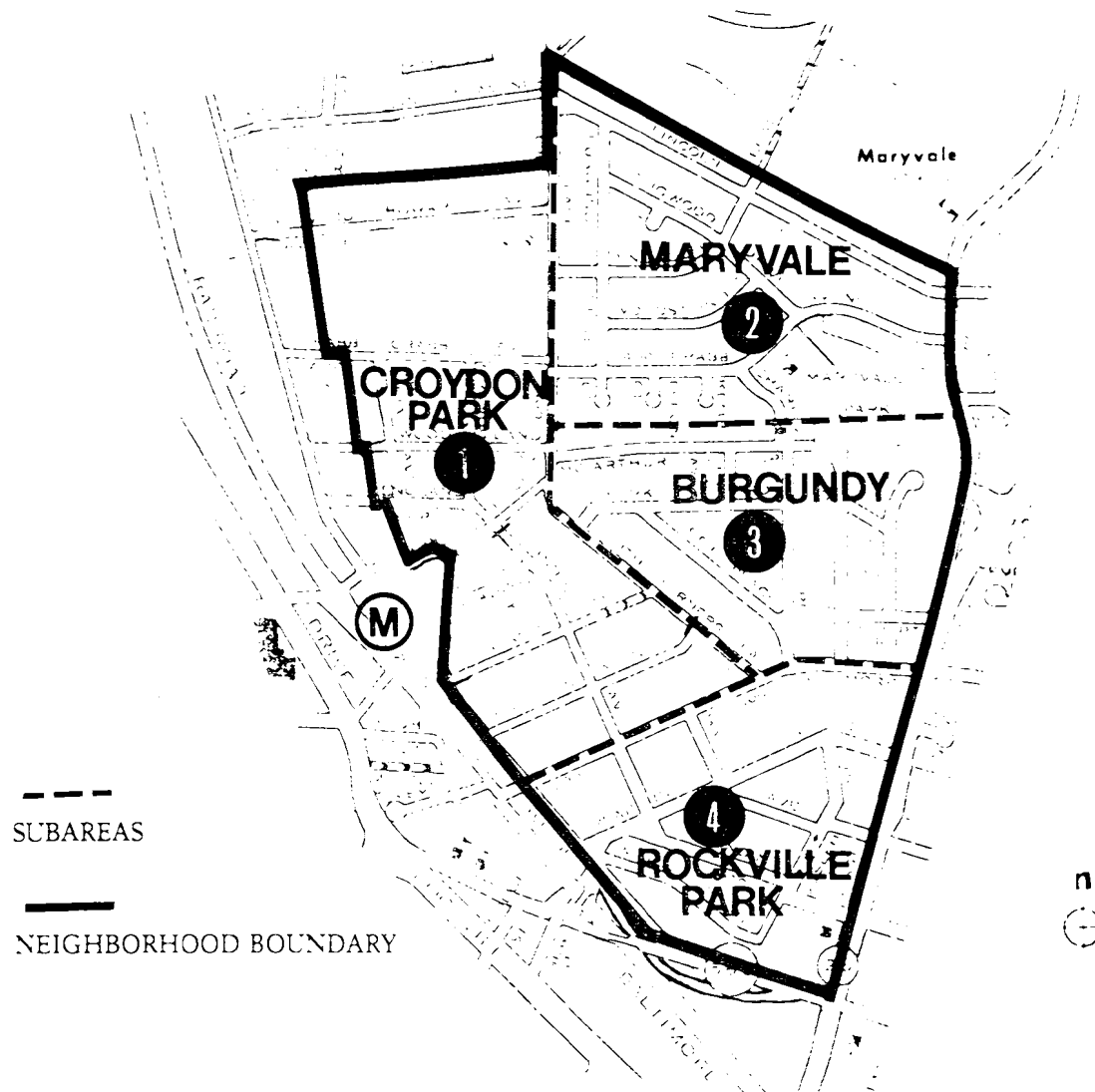
Development of the above estimates is based on the following factors:

- 1/ Distribution by subdivision and age groups, (except 20-59 breakdown) is based on returns of October 10, 1980, Twinbrook Neighborhood Plan survey as evaluated by the City of Rockville Planning Department.
- 2/ Distribution of the 20-59 age group and city-wide distribution by sex as projected for 1980 by the Maryland-National Capital Park and Planning Commission as appears in the City of Rockville Data Book, Table I-C.
- 3/ Total population by subdivision based on use of Preliminary Census Counts showing population and household size as control totals.
- 4/ Housing Units and Household Size Counts

Subarea	<u>Croydon Park</u>	<u>Maryvale</u>	<u>Burgundy</u>	<u>Rockville Park</u>	<u>Total Neighborhood</u>
Total Units	222	294	203	149	868
Population/ Household	2.42	3.17	2.54	3.23	(869 Census) 3.01 (Preliminary Census Data)

All estimates prepared by City of Rockville, Department of Planning,
December 1980.

SURVEY ANALYSIS SUBAREAS



APPENDIX 8

Parks and Playgrounds Serving Croydon Park

Horner's Lane (Pump House) - 1.2 acres

South Homers Lane Facilities, etc.:	Heated Community Center building; toilet facilities; tot play lot; basketball court with 2 baskets; benches; picnic facilities, grills, and tables.
--	---

Lincoln Park Recreation Area - 6.7 acres

Frederick Avenue Facilities, etc.:	Community Center with gymnasium; toilet facilities; older children's play area; lighted basketball court with 6 baskets; baseball field; water fountain; summer playground; parking lot; outdoor checkerboard, shuffleboard court; picnic facilities; and bike rack.
---------------------------------------	--

Maryvale Park - 6.0 acres

812 First Street Facilities, etc.:	Gazebo; tot play area; older children's play areas; basketball court with 4 baskets; baseball field; tetherball poles; summer playground; benches; toilet facilities; and picnic tables.
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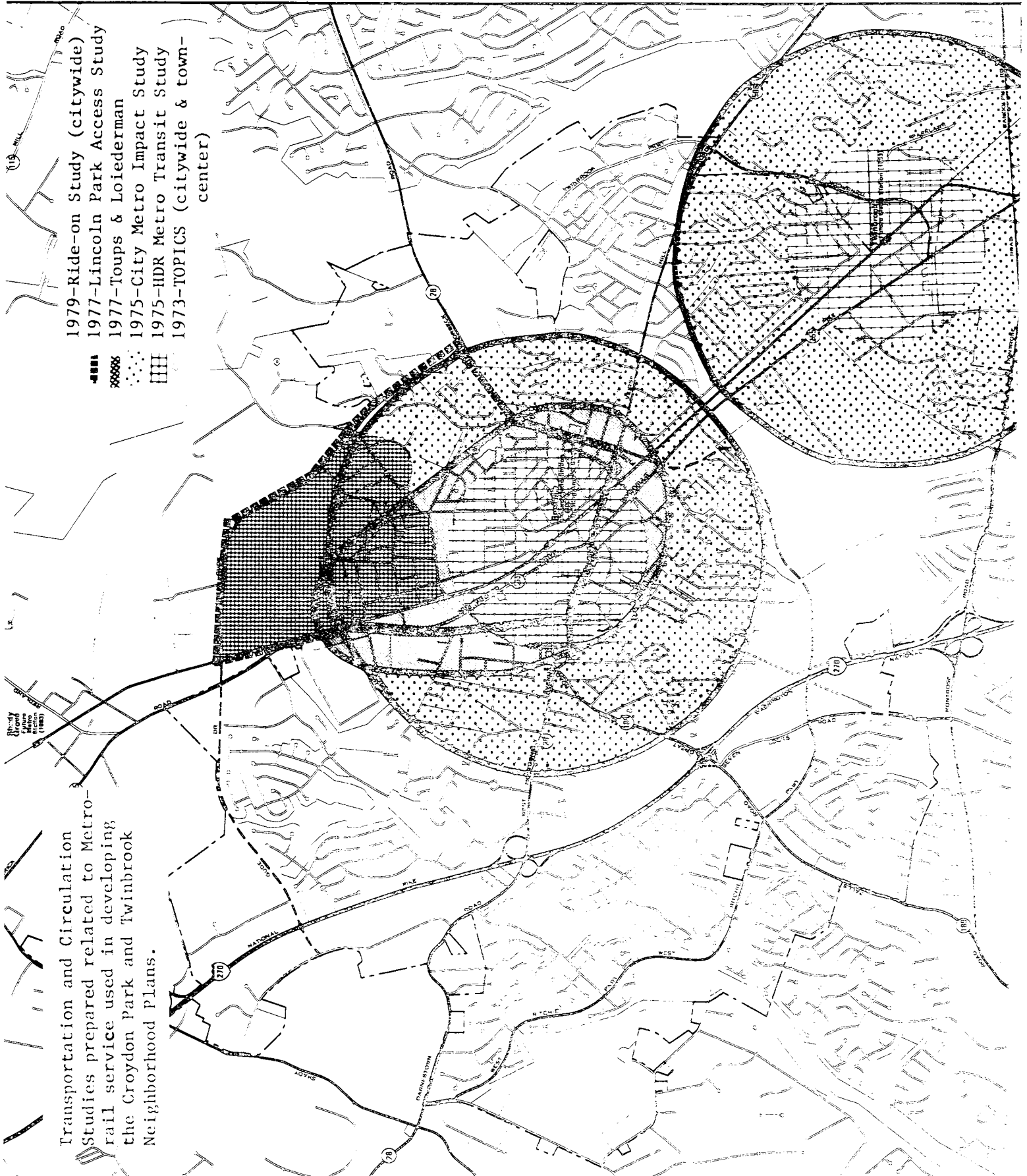
Civic Center - 100.7 acres

603 Edmonston Drive Facilities, etc.:	Thirty-room Mansion with full kitchen; Social Hall; Formal Gardens; Auditorium; toilet facilities; tot play area; 3 tennis courts; winter sports; picnic facilities; nature trail; large parking lots.
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APPENDIX 9

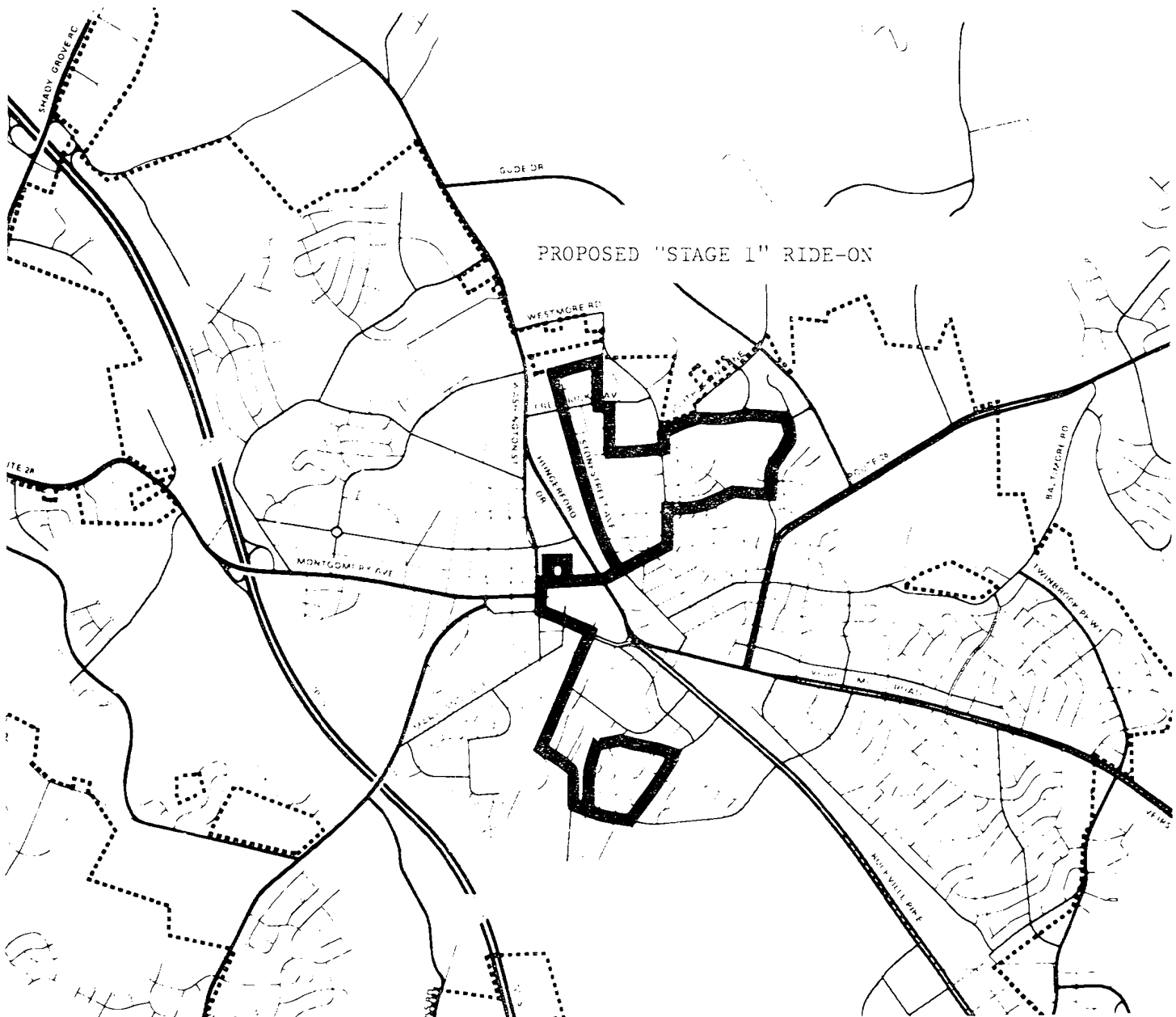
Transit Related Summaries

The following maps and summaries describe the materials considered by both the Croydon Park and Twinbrook Neighborhood Planning Advisory Groups for purposes of general background information. These materials were an aid in developing the Circulation Element of both neighborhood planning documents.



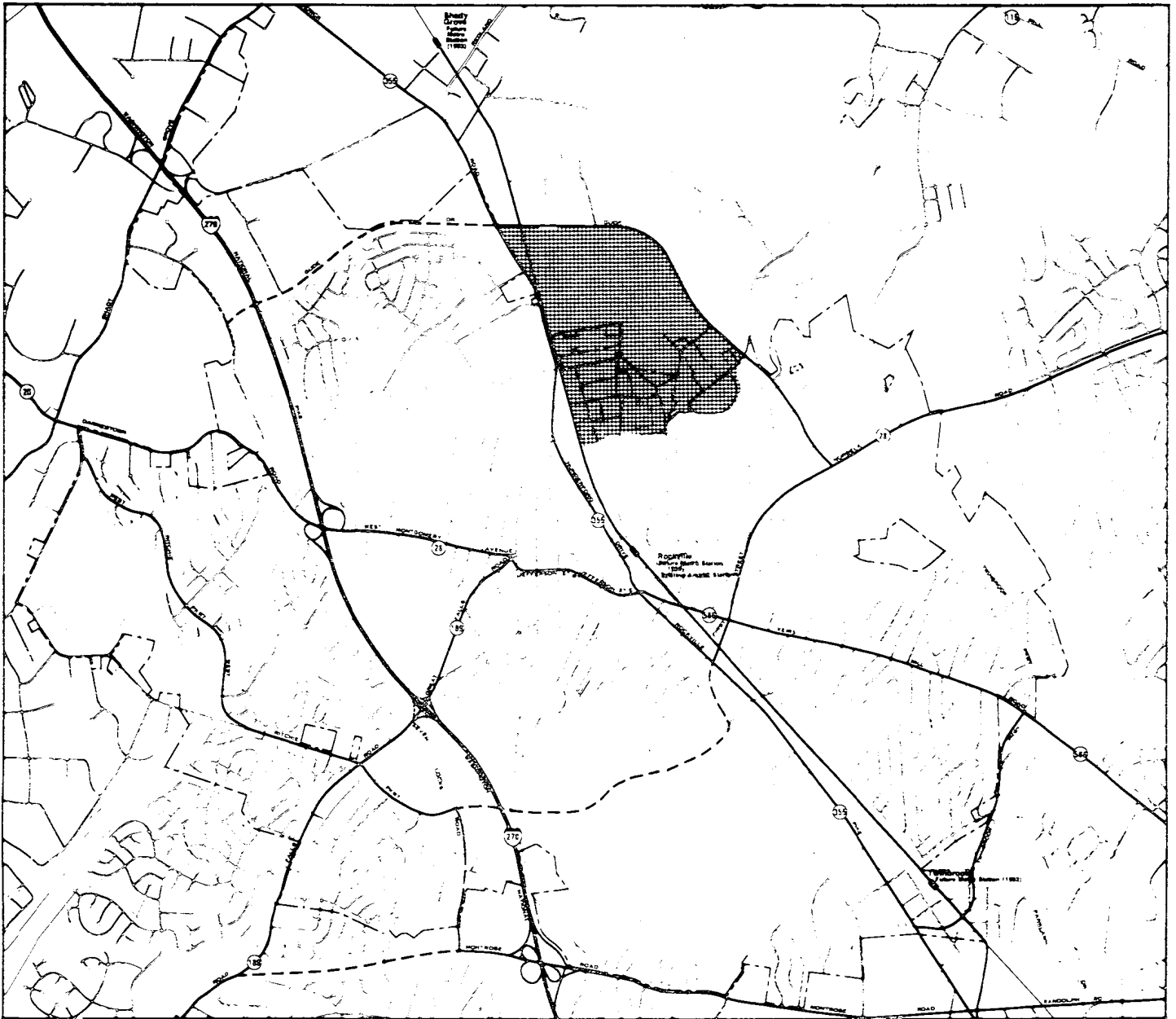
1979 - A proposal to Extend County Sponsored "Ride-On"
Minibus Service to Rockville, Maryland,
Department of Planning, City of Rockville, April 1979

This report was prepared by the City in consultation with the Montgomery County Department of Transportation. The Montgomery County paper, Transportation Resources Analysis Study, has been reviewed and considered. This paper recognized Rockville as the best location for extension of the Ride-On service. The Rockville report incorporates analysis of alternative routes and ridership. The report also evaluates a City-wide survey. Recommendations include a three year system of routes which cover the entire City.



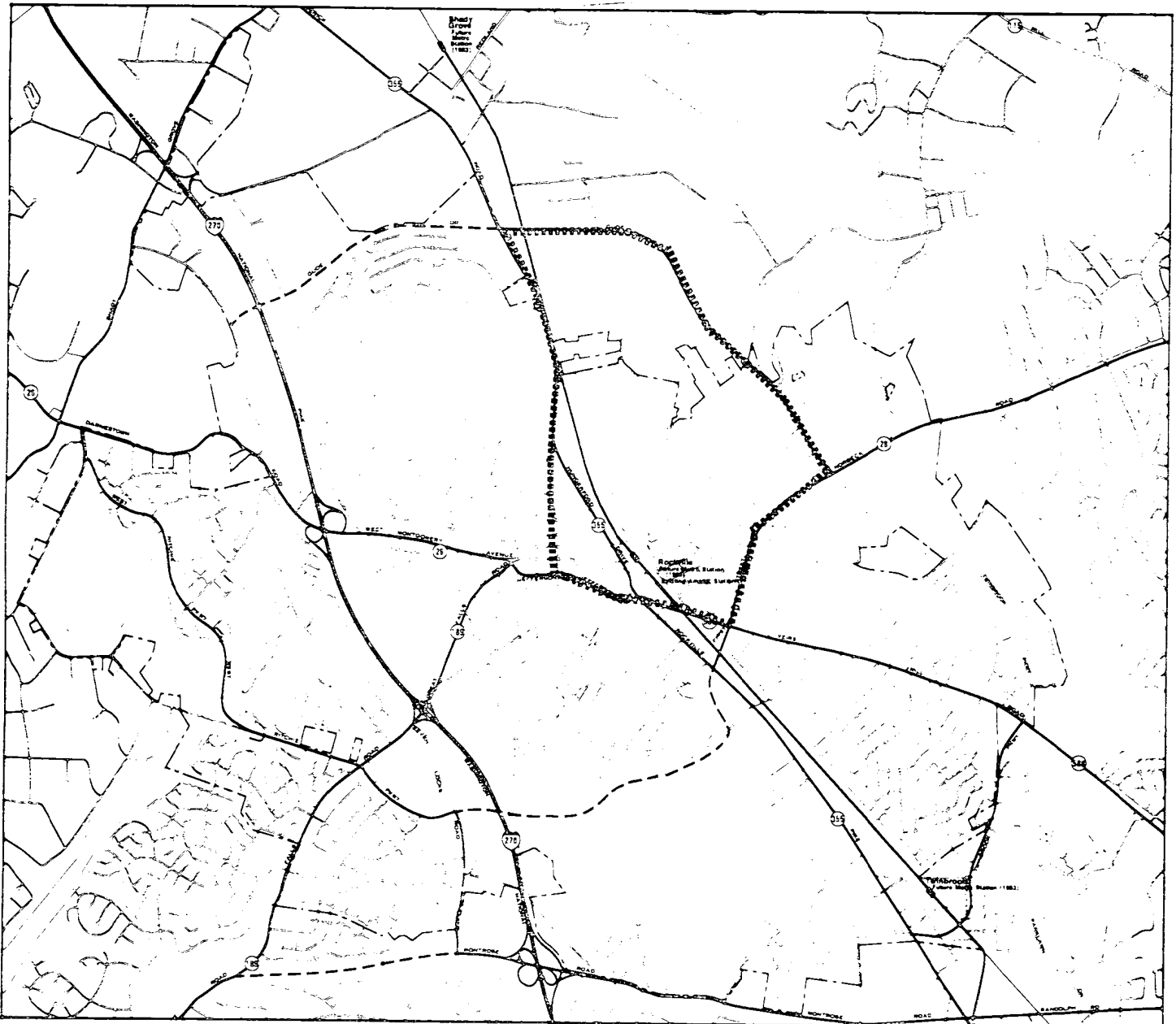
1977 - Lincoln Park Alternative Access and Circulation Study,
Department of Planning, City of Rockville, July 1977

The primary purpose of this report was to review the circumstances leading to the decision to drop the Ashley-Mannakee overpass project. Examination and expansion of the Toups and Loiederman analysis of alternative bridge crossings is also reviewed.



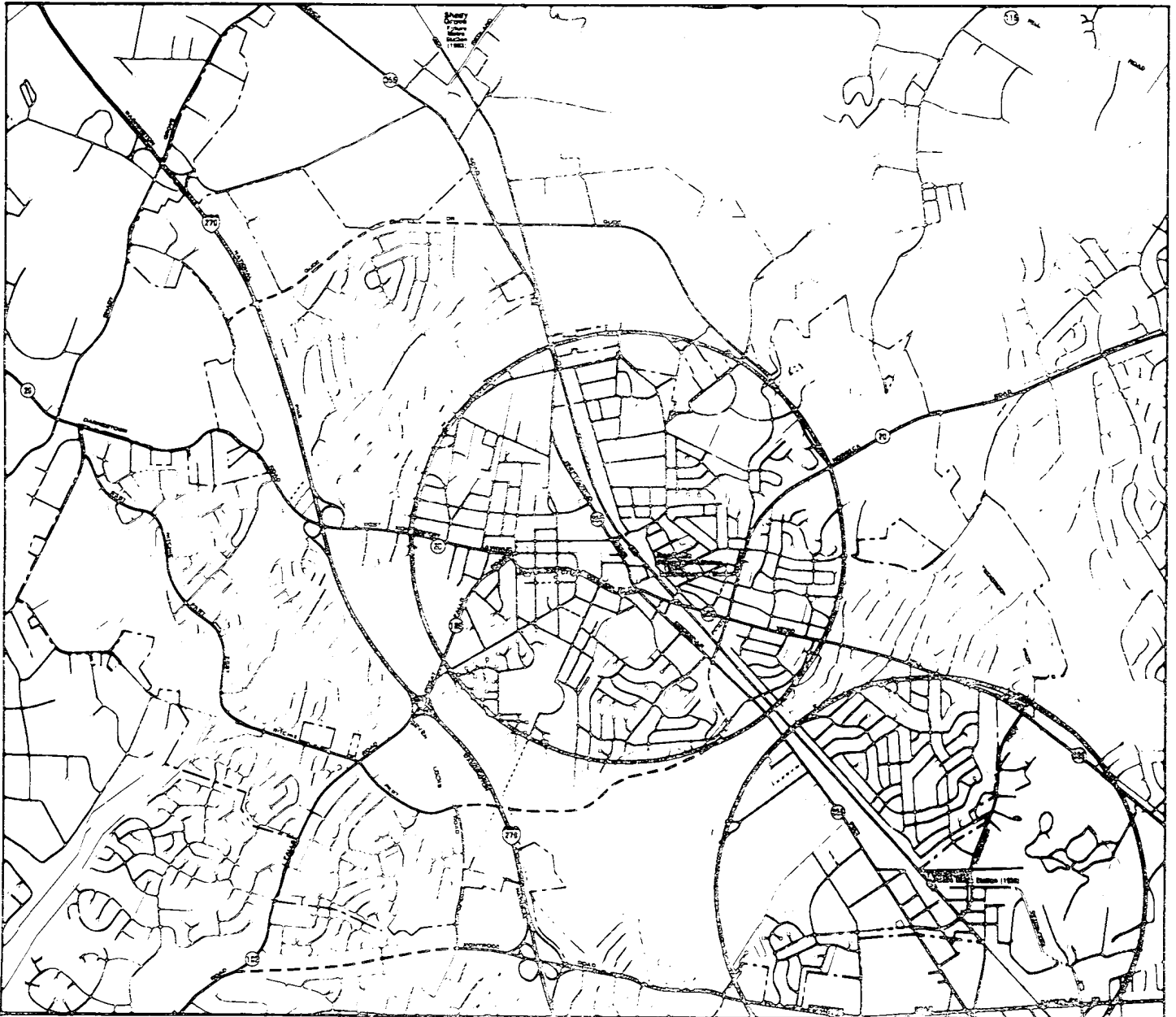
1977 - Accessibility Study of Lincoln Park Area
of Rockville, Maryland, Troups and Loiederman,
prepared for City of Rockville, June 1977

This report was developed to identify the best location for an additional crossing of the railroad tracks north of Park Road and south of Gude Drive. The study was to determine the primary purpose and function of such a bridge, as well as an ideal location. The focus of the study was Lincoln Avenue and north to Gude Drive. The result of this study was the Planning Commission's recommendation to the Mayor and Council for adoption of the Ashley-Mannakee overpass with a pedestrian bridge at Frederick Avenue. It should be noted, however, that the Planning Commission did not feel it must be completed immediately (within eight years).



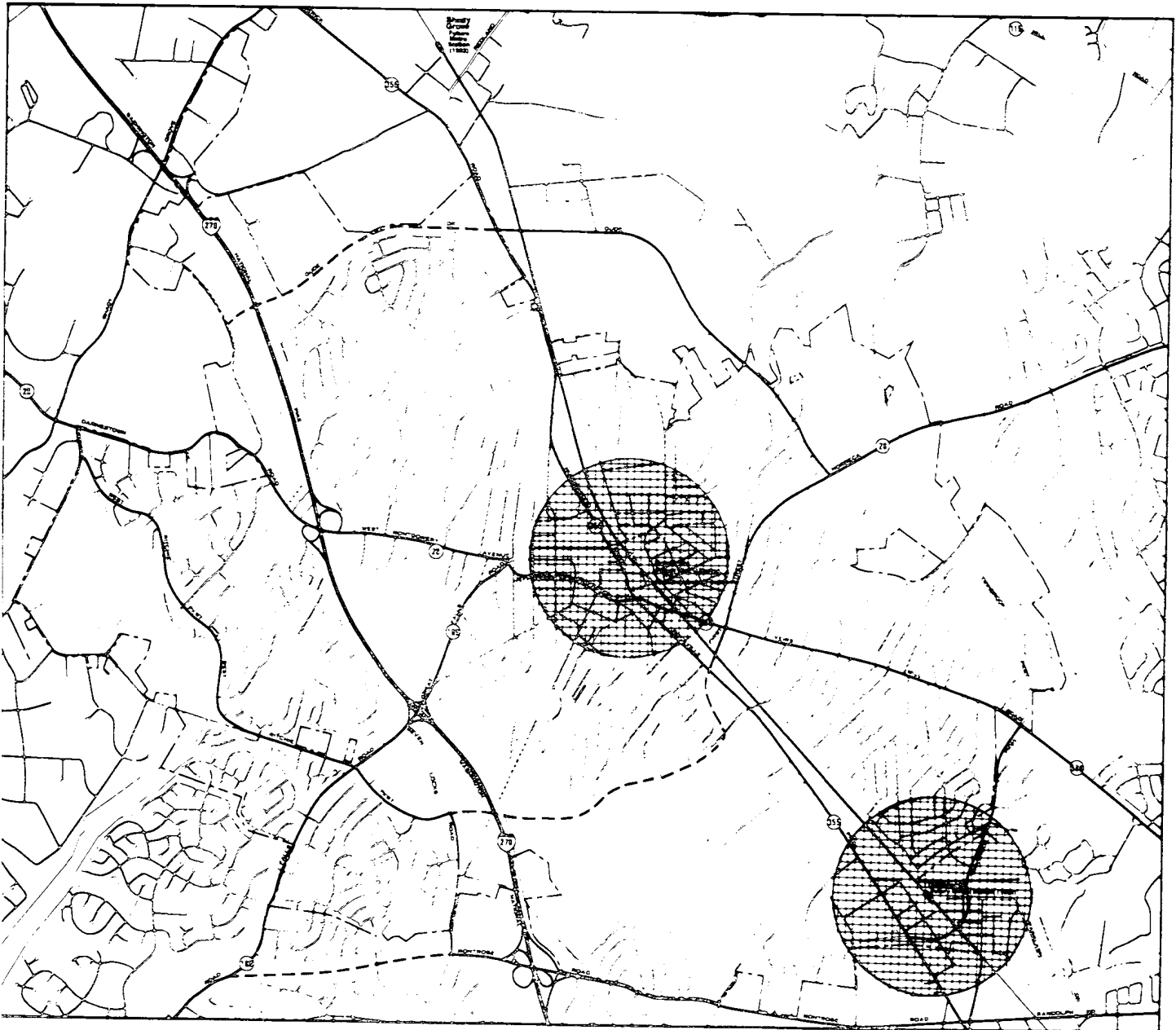
1975 - Proposed Metro Impact Study,
Department of Planning, City of Rockville

This study was prepared in-house to review both the Henningson, Durham and Richardson (HDR) study and information from J.H.K. Associates, Traffic Analysis of the Nicholson Lane, Twinbrook, Rockville and Shady Grove Metro Stations (January 1975), and evaluate potential actions the City of Rockville might take to respond to the potential impacts of Metro. The major focus of the review was a half mile radius from each Metro station. An important result of this in-house study, together with the HDR study, was that the Mayor and Council was able to have Shady Grove named as the terminus station, and most importantly, that both the Twinbrook and Rockville stations would not be opened until Shady Grove is also ready to open for service.



1975 - Metro Transit Impact Study: Rockville, Maryland,
Henningson, Durham and Richardson (HDR) Consulting Firm

This major study was commissioned by the City to determine the impacts a new Metro system would have so that the City would have the opportunity to institute programs and projects which would minimize or eliminate negative efforts and capitalize on the benefits. This report considers four primary subject areas: (1) City-wide Metro impacts, including social impacts, land use and transportation; (2) Twinbrook Station, including access, traffic, parking, visual quality, land use and social impacts; (3) Rockville Station, includes the same items as Twinbrook and additionally B & O Railroad Station, pedestrian circulation in the central business district and St. Mary's school; and, (4) Environmental Impacts, including air and noise pollution, water pollution and erosion and safety.



1973 - City of Rockville Topics Study, Ewell, Bonhardt and Associates, prepared for the Maryland Department of Transportation, Maryland State Highway Administration and the City of Rockville

The purpose of the Topics Study was to prepare the first coordinated city-wide evaluation of traffic operations and safety problems in the City of Rockville. The study is city-wide, but focuses on the Town Center and immediately adjacent areas. Significant intersection and traffic flow analysis were performed and projects recommended to the appropriate jurisdiction.



APPENDIX 10

Average Daily Traffic (ADT) Counts for Croydon Park
Neighborhood Planning Area*

<u>Roadway</u>	<u>Between</u>	<u>Class**</u>	<u>ADT</u>
Route 355	Beall Ave./Middle Lane	A	39,000
Route 355	Middle Lane/Route 28	A	38,000
Middle Lane	Route 28/N. Washington	B	13,000
Route 28	Route 355/First Street	A	27,500
Veirs Mill Road	First St./Edmonston	A	27,000
First Street	Veirs Mill/Baltimore	A	18,500
First Street	Baltimore/First St.	A	21,500
Route 28	First St./Gude Drive	A	17,000
Park Road	Route 355/N. Stonestreet	B	19,000
Park Road	N. Stonestreet/S. Stonestreet	B	15,000
S. Stonestreet Ave.	Park/Baltimore	B	8,000
S. Stonestreet Ave.	South of Baltimore	B	1,500
Baltimore Road	S. Stonestreet/Route 28	P	7,000
Baltimore Road	Route 28/Edmonston	P	7,500
Park Road	S. Stonestreet/Horners	P	8,500
N. Horners Lane	Park/Southlawn	P	7,000
N. Horners Lane	Southlawn/Frederick	P	3,500
Southlawn Lane	Horners/Loftstrand	P	5,000
N. Stonestreet Ave.	North of Park Road	B	6,500
First Street	North of Route 28	P	5,500

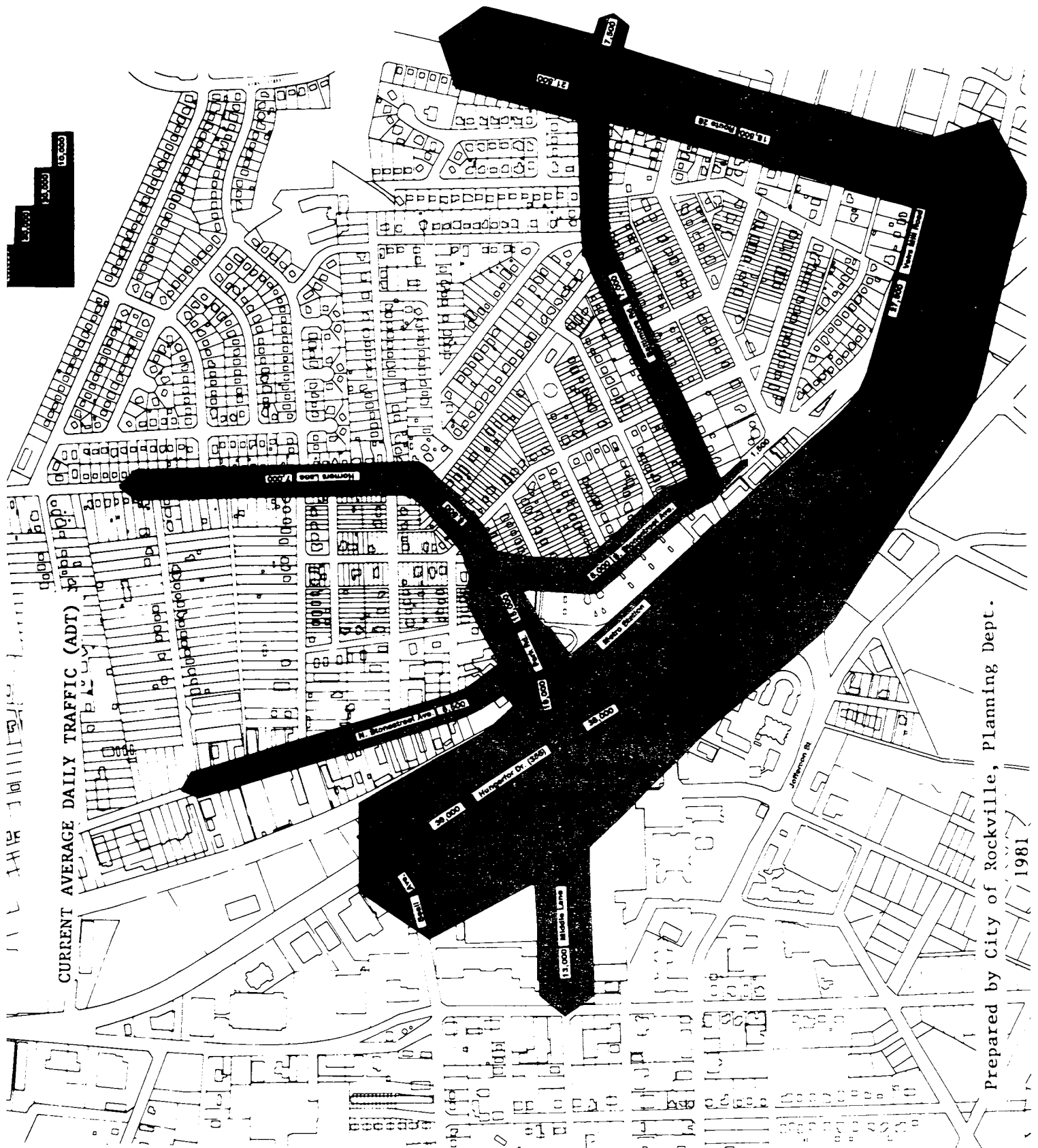
* All counts taken between 1978-1981

** Roadway Classification - A=Arterial, B=Business, P=Primary Residential

Acceptable Volume Levels by Roadway Classification

<u>Class</u>	<u>ADT Range</u>
Arterial	12,000 minimum
Business	20,000 maximum
Primary	12,000 maximum
Secondary	2,500 maximum

Source: Prepared by City of Rockville, Department of Public Works



APPENDIX 11

Examples of Commonly Encountered Noise Levels

<u>Sound Level in dB</u>	<u>Environmental Conditions</u> (Approximate)
140	Threshold of pain
130	Pneumatic chipper
120	Loud automobile horn (dist.1 m)
110	
100	Inside subway train (New York)
90	Inside motor bus
80	Average traffic on street corner
70	Conversational speech
60	Typical business office
50	Livingroom, suburban area
40	Library
30	Bedroom at night
20	Broadcasting studio
10	Threshold of hearing
0	

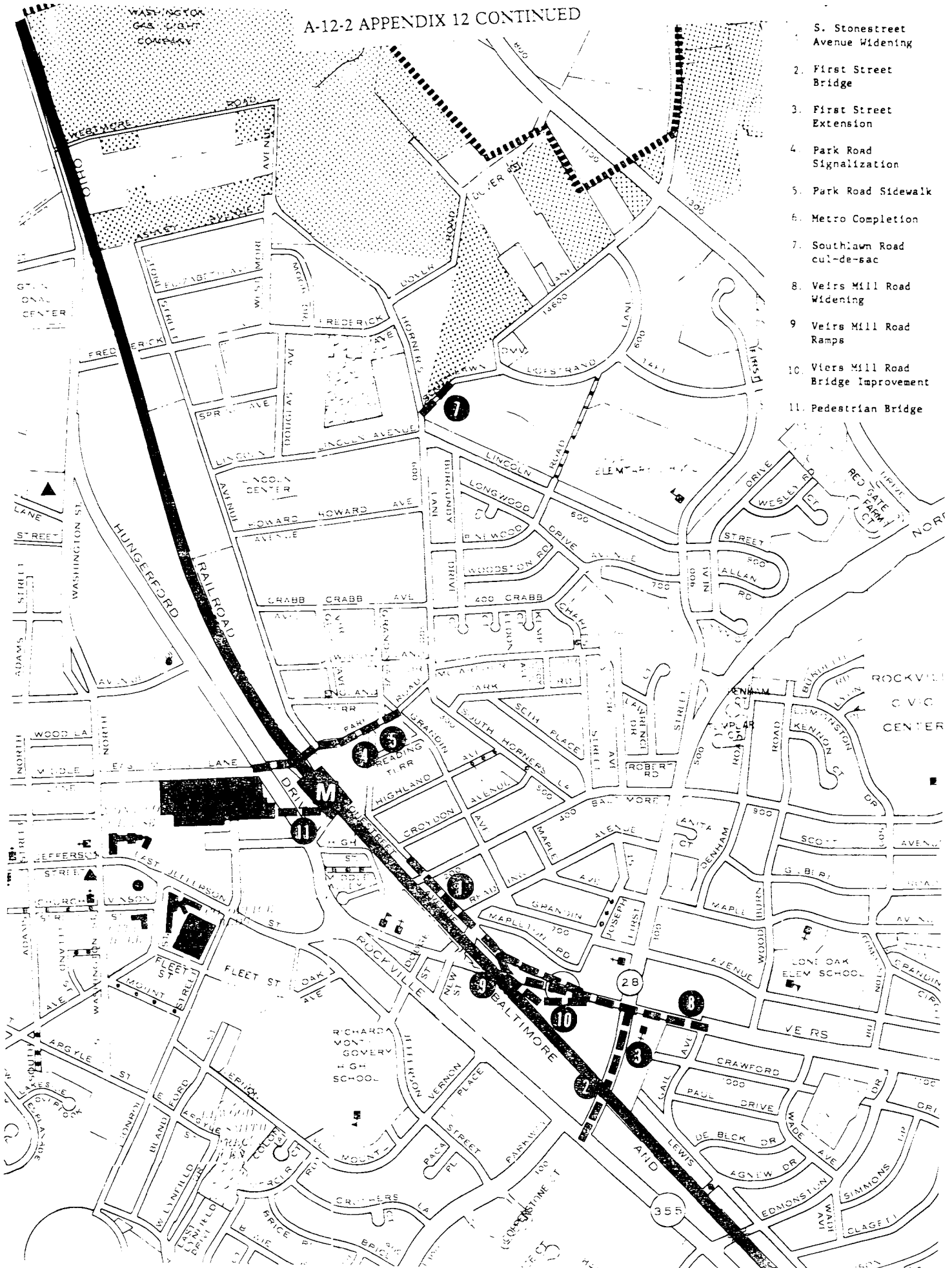
Source: Gude Drive Report, City of Rockville, Planning Department,
March 1980.

APPENDIX 12

Circulation Related Capital Improvements

<u>Project</u>	<u>Item</u>	<u>Cost</u>	<u>Completion Date</u>	<u>Jurisdiction Responsible</u>
T-3	S. Stonestreet Avenue Widening	\$ 121,000	Fall 1983	City
T-10	First Street Bridge	--	Completed	Joint
T-10	First Street Extension	\$1,200,000	July 1982	Joint
T-902	Park Road Signalization	\$ 105,800	September 1982	City
Proposed	Park Road Sidewalk	--	Fall 1983	City
	Metro Completion	--	Spring 1984	Metro
	Southlawn Road cul-de-sac	--	Master Plan Recommended	City
	Veirs Mill Road Widening	\$4,030,000	Fall 1982	State
	Veirs Mill Road Ramps	--	Fall 1983	State
	Veirs Mill Road Bridge Improvement	\$3,882,000	Summer 1982	State
T-904	Pedestrian Bridge	\$1,617,000	1983	Joint

A-12-2 APPENDIX 12 CONTINUED



1. S. Stonestreet Avenue Widening
2. First Street Bridge
3. First Street Extension
4. Park Road Signalization
5. Park Road Sidewalk
6. Metro Completion
7. Southlawn Road cul-de-sac
8. Veirs Mill Road Widening
9. Veirs Mill Road Ramps
10. Veirs Mill Road Bridge Improvement
11. Pedestrian Bridge